

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

MANY WOMEN TO-DAY
NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT TRY
IMPROVE THEIR PERSONAL
APPEARANCE
BY WEARING
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,356

號六十五百三零萬二第

日一十月八年亥癸

HONGKONG, FRIDAY, SEPTEMBER 21st, 1923.

五拜禮

號一廿月九年二十國民華中

PRICE, \$3 PER MONTH

INTIMATIONS

A NEW SPECIALITY
BASS LIGHT
SPARKLING ALF
PURPLE TRIANGLE.

Specially brewed for hot
climates, lighter than the
well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO., LTD.,

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE: CENTRAL No. 75.

SPORTING.

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportsmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-8, BEAconsfield ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE:

WEEK DAYS.		
7.00 a.m.	7.10 a.m.	
7.30 " "	7.40 " "	every 15 minutes
8.00 " "	8.10 " "	10 "
8.30 " "	8.40 " "	Non Stop
8.47 " "	8.57 " "	Stopping
8.54 " "	9.04 " "	Non Stop
9.04 " "	9.14 " "	Stopping
9.11 " "	9.21 " "	Non Stop
9.21 " "	9.31 " "	Stopping
9.30 a.m.	11.00 a.m.	every 10 minutes
11.30 " "	12.30 p.m.	15 "
12.40 " "	12.50 " "	Non Stop
12.57 " "	1.07 " "	Stopping
1.04 " "	1.14 " "	Non Stop
1.13 " "	1.23 " "	Stopping
1.30 " "	1.40 " "	Non Stop
1.40 " "	1.50 " "	Stopping
2.30 p.m.	4.00 p.m.	every 10 minutes
4.00 " "	4.30 " "	15 "
4.30 " "	4.50 " "	10 "
4.40 " "	4.50 " "	Non Stop
4.57 " "	5.07 " "	Stopping
5.04 " "	5.14 " "	Non Stop
5.13 " "	5.23 " "	Stopping
5.30 " "	5.40 " "	Non Stop
5.40 " "	5.50 " "	Stopping
5.57 " "	6.07 " "	Non Stop
6.04 " "	6.14 " "	Stopping
6.13 " "	6.23 " "	Non Stop
6.30 " "	6.40 " "	Stopping
6.40 " "	6.50 " "	Non Stop
6.57 " "	7.07 " "	Stopping
7.04 " "	7.14 " "	Non Stop
7.13 " "	7.23 " "	Stopping
7.30 " "	7.40 " "	Non Stop
7.40 " "	7.50 " "	Stopping
7.57 " "	8.07 " "	Non Stop
8.04 " "	8.14 " "	Stopping
8.13 " "	8.23 " "	Non Stop

SUNDAYS.

7.00 a.m.	7.10 a.m.	
7.30 a.m.	7.40 a.m.	every 15 minutes
8.00 " "	8.10 " "	10 "
8.30 " "	8.40 " "	Non Stop
8.47 " "	8.57 " "	Stopping
8.54 " "	9.04 " "	Non Stop
9.04 " "	9.14 " "	Stopping
9.11 " "	9.21 " "	Non Stop
9.21 " "	9.31 " "	Stopping
9.30 a.m.	11.00 a.m.	every 10 minutes
11.30 " "	12.30 p.m.	15 "
12.40 " "	12.50 " "	Non Stop
12.57 " "	1.07 " "	Stopping
1.04 " "	1.14 " "	Non Stop
1.13 " "	1.23 " "	Stopping
1.30 " "	1.40 " "	Non Stop
1.40 " "	1.50 " "	Stopping
2.30 p.m.	4.00 p.m.	every 10 minutes
4.00 " "	4.30 " "	15 "
4.30 " "	4.50 " "	10 "
4.40 " "	4.50 " "	Non Stop
4.57 " "	5.07 " "	Stopping
5.04 " "	5.14 " "	Non Stop
5.13 " "	5.23 " "	Stopping
5.30 " "	5.40 " "	Non Stop
5.40 " "	5.50 " "	Stopping
5.57 " "	6.07 " "	Non Stop
6.04 " "	6.14 " "	Stopping
6.13 " "	6.23 " "	Non Stop
6.30 " "	6.40 " "	Stopping
6.40 " "	6.50 " "	Non Stop
6.57 " "	7.07 " "	Stopping
7.04 " "	7.14 " "	Non Stop
7.13 " "	7.23 " "	Stopping
7.30 " "	7.40 " "	Non Stop
7.40 " "	7.50 " "	Stopping
7.57 " "	8.07 " "	Non Stop
8.04 " "	8.14 " "	Stopping
8.13 " "	8.23 " "	Non Stop

SATURDAYS.

7.00 a.m.	7.10 a.m.	
7.30 a.m.	7.40 a.m.	every 15 minutes
8.00 " "	8.10 " "	10 "
8.30 " "	8.40 " "	Non Stop
8.47 " "	8.57 " "	Stopping
8.54 " "	9.04 " "	Non Stop
9.04 " "	9.14 " "	Stopping
9.11 " "	9.21 " "	Non Stop
9.21 " "	9.31 " "	Stopping
9.30 a.m.	11.00 a.m.	every 10 minutes
11.30 " "	12.30 p.m.	15 "
12.40 " "	12.50 " "	Non Stop
12.57 " "	1.07 " "	Stopping
1.04 " "	1.14 " "	Non Stop
1.13 " "	1.23 " "	Stopping
1.30 " "	1.40 " "	Non Stop
1.40 " "	1.50 " "	Stopping
2.30 p.m.	4.00 p.m.	every 10 minutes
4.00 " "	4.30 " "	15 "
4.30 " "	4.50 " "	10 "
4.40 " "	4.50 " "	Non Stop
4.57 " "	5.07 " "	Stopping
5.04 " "	5.14 " "	Non Stop
5.13 " "	5.23 " "	Stopping
5.30 " "	5.40 " "	Non Stop
5.40 " "	5.50 " "	Stopping
5.57 " "	6.07 " "	Non Stop
6.04 " "	6.14 " "	Stopping
6.13 " "	6.23 " "	Non Stop
6.30 " "	6.40 " "	Stopping
6.40 " "	6.50 " "	Non Stop
6.57 " "	7.07 " "	Stopping
7.04 " "	7.14 " "	Non Stop
7.13 " "	7.23 " "	Stopping
7.30 " "	7.40 " "	Non Stop
7.40 " "	7.50 " "	Stopping
7.57 " "	8.07 " "	Non Stop
8.04 " "	8.14 " "	Stopping
8.13 " "	8.23 " "	Non Stop

By ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRA BUILDING.
on 14th June 1923.

KOWLOON-CANTON RAILWAY

TIME-TABLE.

On and after SATURDAY, SEPTEMBER 15th, 1923, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
CANTON (Tol Sha Tan)	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
SHEK LUNG	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Shun Chai	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Shing Shui	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Fanning	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Tai Po Market	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Tai Po	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Wai Kwo	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Yam Yai	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
KOWLOON	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr

UP TRAINS											
Stations	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
Shun Chai	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Shing Shui	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Fanning	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Tai Po Market	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Tai Po	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Wai Kwo	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Yam Yai	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
KOWLOON	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr

SHA TAU KOK BRANCH.											
Stations	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33
Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
Fanning	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Shatsukok	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr

NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the fares mentioned in this
table will be correct with the trains as shown.
Further information may be obtained at the RAILWAY OFFICES, Kowloon, or from
Messrs. Thos. Cook & Son, Hongkong, or from THE AMERICAN EXPRESS COMPANY,
Hongkong.

ROBERT BAKER, Manager.

J. T. SHAW.

Tel. 692 Central.

NEW SUITINGS

for the

AUTUMN

A Fine Assortment of All the Best Materials used for

GENT'S SUITS

Equally Suitable also for

LADIES' SMART TAILOR MADE.

No. 11, Beaconsfield Arcade
(Opposite City Hall).

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

Principal features: Small Premiums. Liberal Surrender Value.

Return of Premium in the Event of Death.

Write for Pamphlet and Full Particulars to—

DODWELL & CO., LTD.

Agents, 2, Queen's Building.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton—

Delivered to Peak District (above Bowen Road) ... \$21.00 per ton.

" Bowen Road and Lower Levels ... \$20.00 "

" Kowloon ... \$19.00 "

Order should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by cash, Cheque, or Compro Order payable
to "THE KAILAN MINING ADMINISTRATION."

THE KAILAN MINING ADMINISTRATION
HEAD OFFICE—TIENTSIN.

DODWELL & CO., LTD., Agents, Hongkong.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

(Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).)

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 44, Des Voeux Rd. Central
Messrs. Thos. Cook & Son, or the American Express Company Hongkong.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association

c/o TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko)	Kyoto	Nagoya	Shizuoka
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	Daitokuwan Hotel
Kamakura	Miyako Hotel	Nara	Tokyo
Kashin Hotel	Matsushiro	Nara Hotel	Imperial Hotel
Kamizawa	Park Hotel	Nikko	Omori Hotel
Mikasa Hotel	Miyajima	Kanayama Hotel	Tokyo Station Hotel
Mampei Hotel	Miyajima Hotel	Nikko Hotel	Tenji Sanyokan Hotel
Kobe	Miyajima	Osaka	Yokohama
Oriental Hotel	Kyushu	Osaka Hotel	Grand Hotel
Tor Hotel	Nagasaki	Shimonoseki	
	Japan Hotel	San-ye Hotel	

IN TAIWAN (FORMOSA)

Taipei:—Taiwan Railway Hotel

IN CHOSEN

Pusan	Changchun	Hoten (Mukden)
Pusan Station Hotel	Yamato Hotel	Yamato Hotel
Keijo (Seoul)	Dairen	Ryogun (Port Arthur)
Chosen Hotel	Yamato Hotel	Yamato Hotel
Shingishu	Hoshigaura	
Shingishu Station Hotel	Yamato Hotel	

HONGKONG HOTEL.

SATURDAY, September 29th

CARNIVAL

SPECIAL DINNER DANSANT

IN

GRILL ROOM

Dancing 8 p.m.—Midnight.

AUGMENTED JAZZ ORCHESTRA

Late Car to Peak 1 a.m.

Tables may now be reserved.

THE HONGKONG HOTEL CO., LTD.

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG

For the use of all Men of the Mercantile
Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room

Officers' Room, C.P.O.'s Room, Restaurant

Concert Hall, Orphan

Private Cabins and beds in Dock House

Steam Launch "Daystar"

A LING & CO.

19, Queen's Road Central,

HONGKONG.

FURNITURE AND PHOTO

GOODS STORE

Glass Etching, Sign Board and

Mirror Making

Canton Marble in Various Shades

Photographic Goods of Every Description

in Stock.

Developing Printing and Engraving

Undertaken.

Telephone Central 1212.

HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG:—HONGKONG HOTEL

PAK HONG

REPUBLIC BAR HOTEL

SHANGHAI:—ASTOR ROSS HOTEL

PALACE HOTEL

GRAND HOTEL KALAN

PEKING:—GRAND HOTEL DES WALES

THE HONGKONG HOTEL CO., LTD.

In conjunction with

THE SHANGHAI HOTEL, LTD.

and

THE GRAND HOTEL DES WALES LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 236.

2, Queen's Buildings.

SOLE AGENTS FOR

BELL'S UNITED ASBESTOS CO. LTD.

MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and
"Reeser" Packings.

Bell's Asbestos Compositions.

"Salamander" Engine & Cylinder Oils.

"Salamanderite" Jointing.

TOILET & MEDICATED
SOAPS

You will find in Greatly Variety in Stock at

THE CHINA DISPENSARY

82, QUEEN'S ROAD C.

SALE NOW ON

A FRESH STOCK OF

MANILA HEMP HATS
FOR LADIES.

Latest Styles,

Various Colours and Shapes

AT LOWEST PRICES.

Come Now!

Come Early!!

Don't Miss the Opportunity!!!

SWATOW DRAWN WORK CO.

16, Des Vaux Road Central, Hongkong.

P. O. Box 445.

Telephone No. 2880

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

— DRY DOCKS. —

Length 787 Feet.

Length on Blocks 750 Feet

Dept. on Centre of

SILL (H.W.O.S.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.),

AGENTS.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CALL FLAG: "C" OVER ANG. PENNY.

HONGKONG, CHINA & JAPAN.

MICHELIN

CUSHIONING CAPACITY

ENSURES

COMFORT

Sole Agents:

LEPACK CO., LTD.,

50-52, Queen's Rd. C.

LONDON RIVER.

A NOVELIST'S VOYAGE OF
PILGRIMAGE.

THAMES' ROMANCE OF BUSINESS.

"That is what sailors call it—London River, 'Thames' is only for boat-race enthusiasts and the 'punt-borne' haunts of the upper reaches. And London River means the Port of London—the greatest port in the world. Ships sailed from the Port of London in the days of the Romans, and ships sail from it still—which is not by any means a thing that follows as a matter of course, in these days when the draught of ships has so increased that many a harbour which flourished in old days is now left bare and desolate.

"Ships of twenty thousand tons can lie within three miles of London Bridge; and the waters that bore the leather-sailed boats of the Britanny fleets in the days of Caesar, the up-curved prows of the Saxons and Scandinavians, the galleys of the Mediterranean peoples, the high-popped caravels of the Middle Ages, the nimble merchantmen of Tudor times, the great three-deckers of the seventeenth and eighteenth centuries, and the exquisite Colonial and China clipper—most beautiful of all the beautiful ships that ever graced the sea—bear also the broad steel bottoms of modern steamers, and pierce as sweetly to the cleavage of their towering stems.

"There is only one thing the river below London Bridge is no longer, and that is—a pleasure river."

F. TENNYSON JESSE.

Tide Review.

WORLD'S GREATEST WATERWAY.

Miss F. Tennyson Jesse has a charming article in the Tide Review on "A Cruise Up London River."

"Hardly a white bow breaks the waters of London River to-day, never a dock shelters the folded snowy pinions of racer or cruiser," she says. "The traffic of the world's goods, the masses of her spices, her ivory, her meats, her fruits, her silk, her wool—all the long list of necessities for the apes and peacocks—these have gradually turned the pleasure of London River into scheduled utilities. Yet—and here was the inspiration of our pilgrimage—because of this there is more pleasure to be found now along the world's greatest waterway than ever before. Acute pleasure, thrilling pleasure, the sort so rarely met with that makes the cheek burn with interest and the mind leap, the pleasure of the beautiful and unknown."

AN ELEVEN TON YAWL.

"For what Londoner really knows his river! To him it is not only 'liquid history' but liquid mystery, and the pity of it is he should be content to let it remain so. Here is a whole Arabian Nights' Entertainment at his doors, and he never realises its presence. And I speak not of the lure of Limehouse as revealed to us by Mr. Thomas Burke, or of the historic if macabre odour of Execution Dock. I speak of the magic of trade and of the innerish beauty of ships."

"The Gudgeon, an eleven-ton yawl, travel-stained from fifteen hundred miles of cruising in five weeks, sailed up the mouth of the estuary on a grey, rainy day, bound for Tilbury tidal basin. For Gudgeon was going to do the thing that yachts so rarely do nowadays—she was going exploring up London River. Though of the 'exempt' class, by reason of her small tonnage, she was to have a pilot rather for the purpose of obtaining a guide, philosopher, and friend than because she would have got into any difficulties."

"One very nearly all the strange craft of the river below Gravesend. The explosive-carriers, the oiltankers, stubby Scandinavian vessels with wicked deck loads of timber piled golden and shining to the bridge; a ship exactly on Bryant and May's match-box, but bearing on her side in huge letters the warning—'Powder Magazine'; and coalhulks lying black and stark against the green Kentish shore."

A GREAT SUNDAY.

"It poured with rain all Saturday night—rain that swished dimly upon the conch-house roof, that dropped in at the open skylight and gathered on the rims of the tiny ports ready to shower inward at a touch. Yet Sunday morning dawned fair and pale, with a wan sunlight that strengthened as the day waxed, and a soft wind that blew the smoke from chimneys and steamer funnels like plumes about the dappled sky. It was a morning when it was good just to be alive, far better to be going up London River, knowing you were going to lie up by the Tower, and live on board, your boat with all this wonderful and beautiful traffic of ships going on past you as less lucky folk may live in a house and see the motorbuses pass their door."

"We caught the early afternoon tide and started on our pilgrimage with that thrill which only comes at the first time of experiencing any thing, and which can never be renewed, however much of a deeper, quieter emotion may take its place."

"Gudgeon was to go up-river under her motor (and the pilot said afterwards here was the only motor he had ever known make the journey without a breakdown), and ahead of us a ketch tacked against a head wind—a bluff-bowed sturdy little trader that yet looked like some aqueamish, dainty girl as she stood and shivered before going about, taking her time to fill. Gudgeon went a wash slapping against her reluctant quarters, and passed her with all the callousness that a boat under power always seems to display towards one that waits upon the wind—much the same rather vulgar inconsiderateness that an express manages to convey to the minds of people waiting upon a platform till some lumber train stops for their accommodation."

SO WE CAME TO GREENWICH.

"So we came to Greenwich, on an evening flooded with sunlight, and brought up alongside a line of barges lying two-deep some way out from the foreshore. The divinely lovely buildings of Greenwich Hospital, on which Wren lavished his rich genius, struck one afresh, as ever, with their dignity and sense of repose, with the spacious calm that is born only of beauty beyond dispute."

"Morning. (And that means, on a yacht, the hour when it is possible for the boy to get fresh milk). Morning, and cups of tea, and still that frail, thin sunlight clear as glass. Morning, and a fine morning to 'sightsee'. We sightsee. We went—and to our credit let it be said, not for the first time—to Greenwich Hospital. But let me add that folk who go exploring from the land miss the fine rapture of those who do it from a vessel. However many thousand times you step ashore, it never loses its thrill—it is one of the few things in the world which has perpetual virginity. You descend as from another planet, to view the sons and daughters of men, and you find them fair, but when you have seen them you retreat to your island fastness and leave a sigh of relief as your foot touches the deck, such as only a wild animal knows when it comes home to its burrow. Shore-dwellers know it not when they hand their hats in the hall of an evening. It is an escape from one universe to another."

A MEMORY OF NELSON.

"What can one say of Greenwich Hospital and its beauty that is not superfluous? What can one say of the appeal of its relics of Nelson, of Franklin, and of other men whose greatest virtue human beings can have—that of courage—which would not be an impertinence? Dull must he be of soul, indeed, who can pass by those stained and faded clothes—so pathetically small!—which are dyed with Nelson's life-blood, and not feel his heart beat higher and his mind enriched by the revived memory of such deathless bravery! Slow indeed must be the imagination of him who sees the relics of Franklin's quest without a stirring at the roots of his own being."

AT THE TOWER.

"The next morning dawned more brilliantly than ever, and we went to the Tower! We were English, and dwellers in London in the ordinary way, and yet we went to the Tower, and not for the first time either, though I do not wish to boast. Again I say that no one who has only gone sightseeing from the shore knows its full delights. The Tower that morning was full of Americans and yet we were the only explorers there. We had landed to see the Tower. The river ran sparkling before the old, gray walls, the trees were banners of green, the jackdaws looked huger and glossier than ever, but the deep mournfulness of the Tower's history gripped the mind."

LONDON RIVER.

"London River is not only the peaceful end of the voyage to the merchantmen who dock there. It is, as well, the respite from ceaseless cares and responsibility, the temporary end to dangers such as landmen would think out of all reason and seamen accept as a matter of course; a blessed hiatus in continual stress, an oasis in a desert of storms and worries. Not a sailor enters that loved river without a lifting of the heart, though he returns to an ungrateful country that recognises him not. Such is the charm and danger of England! And everything that has gone to make her the irrational, beloved, annoying, beautiful country that she is, may be found in that most characteristic manifestation of her—London River."

AUSTRALIAN TRADE.

Australian trade statistics for the year ended June 30th show imports to the value of approximately £132,000,000, and exports £118,000,000. The value of imports in the year 1920-1 was £103,000,000 and in 1921-2 £103,000,000, exports for those two years being £132,000,000 and £128,000,000 respectively. If prices are taken into consideration, the volume of imports in 1922-3 has exceeded the record year 1920-1. The decline in exports has been mainly due to the partial failure of the wheat crop, exported wheat being valued at £3,500,000 as compared with £24,500,000 in 1920-1, and £28,500,000 in 1921-2. Wool exports showed a considerable increase £35,500,000, this being £14,000,000 over 1920-1 figures and £9,000,000 over those of 1921-2. There were substantial increases in the export of fresh and dried fruits, mutton, hides, rabbit and sheep skins, tallow, lead, zinc, and silver. Butter, beef, milk, flour, jams, copper, and gold show decreases. The principal increases in imports over 1921-2 are to be found in apparel, £2,500,000; textiles, £7,000,000; and machines and machinery, £10,000,000, out of which motor-cars accounted for £4,000,000.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

SEPTEMBER 20th, 1923.

Hongkong and Shanghai Banks	.....\$1,060 b.
Union Insurance	.....\$723 s.
Indo-China (Deferred)	.....\$130 b. L.R.
"Star" Ferries	.....\$151 b.
Kowloon Wharves	.....\$158 b.
Hongkong Land	.....\$183 b.
Ewo Cotton Mills	.....Tia \$3.40 b.
Cements	.....\$20.70 b.
Hongkong Ropes	.....\$391 b.
Dairy Farms	.....\$111 b.
Waterworks\$17 b.
Watsons\$121 b.
Hongkong Electric\$131 b.
Peak Tramways\$14.80 b.
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HONGKONG.

INTERPORT LAWN BOWLS DINNER.

SHANGHAI TEAM ENTERTAINED.

The Shanghai Lawn Bowls team was entertained to dinner by the Hongkong Lawn Bowls Association at the Hongkong Hotel, last night. The dinner was good, the speeches amusing, and the musical entertainment worthy the traditions of Hongkong interport bowls dinners. In other words, the function was a most happy affair in every way, and thoroughly enjoyed by all present.

The chair was taken by the Hon. Mr. A. G. Stephen, supported by Mr. J. Shaw, of Shanghai.

Following the usual loyal toast the Chairman proposed the toast of "The Shanghai Lawn Bowls Association" coupling with it the name of Mr. Shaw. He said he supposed that Shanghai was a very busy place, and that certain gentlemen who were willing to have played could not get away. Whatever the reason, he could not understand the Shanghai Lawn Bowls Association sending to Hongkong such a forlorn hope as a team without a Scotchman in it. Looking at their record, however, it was really not so bad, but when they were up against the Police, Taikeo, and the Kowloon Dock they in Hongkong knew what to expect, of a team without a Scotchman. (Laughter.) The interport match was fought gallantly, and he confessed that there were times when he thought Shanghai's chances very happy. The match provided them with many thrills. They were very glad to see the Shanghai team down here.

Hongkong had given the visitors rather a hot spell, they were playing away from home, and he did not suppose that they were playing up to their usual form. It was always said that a rooster fought best in his own farmyard, and they should bear this in mind when thinking of the Hongkong victory.

The Chairman went on to speak of the fascination bowls held out as a game. He remarked that the older he grew the more he could see in it. It provided necessary recreation to men no longer able to indulge in the more active sports, the bowls green was a meeting ground, and the game was a very useful asset in promoting friendship and good fellowship amongst all classes of the community. He could only say that the Hongkong bowlers appreciated very much the pluck and good sportsmanship shown by the Shanghai team. They did not crow when they won, nor did they cry when they lost, and so they in Hongkong considered them very sound bowlers, and excellent sportsmen. (Hear, hear.)

The toast was drunk with enthusiasm to the singing of "For they are jolly good fellows."

Mr. J. Shaw, replying, remarked that it was Shanghai's misfortune rather than its fault that they had no Scotchmen in the team. The list was up for the wily Scot to enter his name, but none had done so. They had managed to win two of their matches, by a very small margin; he had wondered why at the time, but he thought he understood now, there were no Scots in the team they were matched against. He hoped when the Hongkong team visited Shanghai next year, their president would be able to say the same as Mr. Stephen had said, "I am sorry you have lost, and glad we have won."

Mr. Shaw then presented the Interport Cup to Mr. A. F. Stephen, remarking as he did so that this was the first year it had been competed for, and it was an honour to Hongkong that their's should be the first name to be registered on it. "I present you with this cup," he remarked to Mr. Stephen, "and I am giving it you in trust for one year only." (Laughter.)

Mr. Shaw then made presentations of a medal to the skip of the Hongkong team, Mr. Wallace, and spoons to the members of the team. Speaking with reference to the hospitality shown them in Hongkong, he remarked that their special thanks were due to Messrs. Gerard and Harvey, who had looked after them judiciously all the time they were in Hongkong.

Mr. Shaw then presented Mr. Wallace with the Shanghai flag.

Mr. H. Veitch made a short speech, proposing the health of the Hongkong Lawn Bowls Association.

Mr. D. Gow, after the toast had been honoured, thanked the visitors, and remarked that most of the arrangements for looking after the visitors had been left in the hands of Messrs. Tatchell, Harvey, and Gerard, and these gentlemen deserved their special thanks. Since (Continued at foot of next column.)

SPORT.

LAWN BOWLS.

BIG WIN FOR THE "BIG FOUR."

The much talked of match between the Shanghai Interport bowlers and the team, known to Hongkong bowlers as the "Big Four," was played yesterday at the Kowloon Bowling Green Club and resulted in a victory for the latter by ten points.

Whether the preponderance in size and weight of the victors had anything to do with the wide margin of victory it is hard to state but as a team the heavy weights had the advantage throughout. They were certainly not too big to trundle a good "wood" despite their average weight per man of 225 lbs. Bond, No. 2 for the "Big Four," was the heaviest of the heavy weights by about half a stone, and he was out of practice, not having played for some considerable time. This meant that he had to be carried (motor, phorically speaking) through the earlier stages of the match until he had played himself in. Towards the end of the match he played quite well and put up quite a good show. The remaining three of the "Big Four" played good bowls throughout. Particularly good were Gerard (No. 3) and Russell (Skip). Both these men were responsible for some of the big scores for their team (though it should be here stated that the five scored by them at the sixteenth head was the result of a drive by Tomlinson (the Shanghai Skip). Time and again Shanghai were lying three and four when Russell with a very fine "draw" would rob them of advantage.

Cheatham (No. 1) and Tomlinson (Skip) were the outstanding players of the Shanghai men. Cheatham resting on his jack several times whilst Tomlinson had the misfortune to be up against Russell when the latter was on the top of his form. Veitch and Shaw were not in good form.

The "Big Four" opened well and at the thirteenth head were leading by 11 points (16-5). After the tea interval Shanghai improved considerably and from the fourteenth head onwards scored ten points to the "Big Four's" nine. The final scores were 25-15.

The teams were—

SHANGHAI.		THE "BIG FOUR."	
Cheatham	Harvey	Bond	
Veitch	Gerard	Russell	
Shaw			
Tomlinson			

The progressive scores were—

SHANGHAI.			THE "BIG FOUR."		
No. of head.	Shots.	Total.	Shots.	Total.	
1	2	2	3	3	
2	2	2	—	—	3
3	1	3	—	—	3
4	—	3	3	6	3
5	—	3	5	7	1
6	1	4	—	—	7
7	—	4	1	1	8
8	—	4	1	1	9
9	1	5	—	—	9
10	—	5	1	1	10
11	—	5	2	2	12
12	—	5	1	1	13
13	—	5	3	3	16
14	2	7	—	—	16
15	0	9	—	—	16
16	—	9	5	5	21
17	—	9	10	10	22
18	—	12	—	—	22
19	—	12	1	1	23
20	—	15	—	—	23
21	—	15	2	2	25

FOOTBALL.

H.K.F.C. ASSOCIATION TRIAL.

The following teams will play tomorrow, at 3 p.m., on the Club ground:

R. Hutchison; H. G. Garrod and C. W. Bishop; A. Ferguson, A. Mair and J. W. R. McPhail; R. Bell, G. Watson, R. G. Browning, G. May and T. Pyburgh.

J. Wilson; G. Gardner and E. W. Bailton; A. F. Paul, H. T. Buxton and I. F. Goldenberg; W. Stewart, A. S. Forsyth, H. G. Howard, J. McBride and S. D. Begg.

The interport match last Saturday he understood it had been suggested that a new rule be adopted by the Hongkong Lawn Bowls Association, namely, that players in league games, open championships, or interports, in order to be recognised as energetic and workmanlike players, should be made to play with their coats off. (Laughter.) Whether the suggestion came from Shanghai or not he could not say, but if so he could assure them it would be given serious consideration at the next meeting of the Association held to consider arrangements for the next interport—though he could not promise it would be given a great deal of time. (Laughter.) The games had been most enjoyable throughout, and he did not think that any of the Shanghai players could possibly be described as "fooling amateurs." (Applause.) The guests were proposed by Mr. Gerard, and briefly replied to by the Hon. Mr. A. O. Lung. Songs and recitations were rendered at intervals, and the proceedings concluded with the National Anthem.

CRIMINAL SESSIONS.

(BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES).)

THE INDIAN STABBING CASE.

Lai Sing Ching, indicted for stabbing an Indian money-lender, was yesterday morning found guilty of wounding with intent.

His Lordship, in sentencing the prisoner to twelve years' hard labour, described the case as a very bad one indeed and said the prisoner could consider himself very fortunate that he was not standing in the dock on a charge of murder. He did not think there could be any doubt that the prisoner intended to take the Indian's life and that he was accompanied by two other men at the time. "It is my duty," continued the Chief Justice to the prisoner, "to pass sentence upon you. You are a man of dangerous character and I will see that you are not let loose on Hongkong society for a number of years. The sentence of the Court is that you be sent to prison for twelve years with hard labour."

PRINCIPAL WITNESS MISSING.

CHIEF JUSTICE BLAMES THE GOVERNMENT.

One of the principal witnesses for the Crown in a counterfeit coin case yesterday, was to have been an official from the Canton mint, who was to give evidence in regard to certain counterfeit 20-cent pieces of Kwangtung Province found in the possession of a Chinese near the Canton Wharf.

The Crown Solicitor (Mr. H. K. Holmes) explained that the official in question was the mint analyst and that he give evidence at the Magistracy when the case was heard there. He had not yet appeared in Court, however, to give evidence.

The Chief Justice: I suppose the Magistrate bound him over to appear at the Criminal Sessions.

The Crown Solicitor: Yes, my Lord, but Sub-Inspector Pinnett can best explain the circumstances in the witness-box.

Sub-Inspector Pinnett, sworn, said he met the mint analyst at the Central Police Station when the case was being heard at the Magistracy. The mint analyst said he was leaving for Canton on the completion of the hearing of the case, but he would return to give evidence when the case was being tried at the Supreme Court. On Friday last witness left a "reminder" on the desk of Mr. Perdue (the Assistant Director of Criminal Investigation), asking that a notification be sent to the mint official to attend the Criminal Sessions to give evidence. Mr. Perdue had gone into hospital and, so far as witness could gather, no notification had been sent to the mint official.

His Lordship: Here is a case of the Hongkong Government prosecuting a man for moving in his possession counterfeit coins and then not taking the trouble to send for the principal witness.

An Indian Police-sergeant deposed that he arrested the prisoner in Connaught Road Central during the early hours of the morning of July 28th. On being searched, two coins were found and a number of counterfeit coins were found wrapped in a handkerchief and tied to his body.

Mr. Dwyer, the Government Analyst, told the Court that he examined the coins and the dies and took photographs of them. He found that when the photographs of the coins and the dies were superimposed they coincided exactly.

Prisoner pleaded ignorance and said the package was given to him by a Chinese detective, named Lai Yee, to take to Canton. He described himself as a cook in the employment of General Chan Kwing-ming.

Asked if he could find the detective who gave him the package, the prisoner said that, as far as he knew, Lai Yee was in hospital and he did not know where to find him.

The Jury returned a verdict of "Guilty," and his Lordship sentenced the man to twelve months' imprisonment.

The Jury empanelled for the case was composed of Messrs. G. M. Shaw (foreman), C. Alves, A. Moosden, A. Santos, W. Hedley, W. H. C. Robson and H. J. Hunter.

TEN YEARS FOR USING A REVOLVER.

Lu Shui Ming, a young Chinese, was found "guilty" yesterday at the Supreme Court of (1) attempting to shoot so as to disable a Chinese constable and to prevent arrest; (2) having in his unlawful possession a revolver and a round of ammunition without the permission of the Captain-Superintendent of Police.

The Chief Justice sentenced the prisoner to ten years' hard labour.

According to the evidence, it appeared that on the night of July 1st, a Chinese constable noticed three men coming from the direction of the sea-front at Mong Kok Trail. On seeing him, they ran in the direction of Portland Street and thence into a scavenging lane. The constable followed and attempted to stop the men as they turned and came back down the lane. Two of them got past him, but the third, the prisoner, was stopped in a doorway by the constable. The prisoner drew a revolver and, pointing it at his pursuer, pulled the trigger. Fortunately, the weapon misfired. The constable drew his revolver and fired at the prisoner, wounding him in the buttock. On being examined, the prisoner's revolver was found to be fully loaded and, in addition, four other rounds of ammunition were found in prisoner's possession.

COMPANY MEETING.

HONGKONG HIDE AND LEATHER CO., LTD., WINDING-UP.

SHAREHOLDERS WHO "DON'T CARE" A D—N.

"The general apathy shown by shareholders is scandalous. . . . They don't care a d—n. . . . It is really disheartening for a board of directors to carry on anything in this Colony."

These remarks were passed by Mr. W. A. Dowley, a Director of the Hongkong Hide and Leather Co., Ltd., at an extraordinary meeting of the Company yesterday noon.

The meeting was called for the purpose of passing a resolution authorising the winding-up of the Company's affairs. The chair was taken by Mr. A. G. Coppin, those also present being Messrs. W. A. Dowley, Chan Harr, Leung Yan Po (Directors); Mr. D. H. Blake (Solicitor to the Company), Mr. Pepperell (Secretary), and Messrs. W. Armstrong, A. D. Humphreys, Ng Ah Pai, Lai, and Chan Yuk Ming.

A good deal of difficulty was experienced in getting together a quorum, shareholders having to be sent for at the last minute.

The CHAIRMAN said: It is a matter of considerable regret that we have to put this resolution to the meeting. I have the approximate statement of our figures, and they show that we have a deficit of some \$300,000. Certain of our creditors are pressing for payment, and they say they consider they are justified in doing so. It is, as a matter of fact, the mortgagees of our property, who have given us notice of foreclosure. We have not sufficient capital to repay them, and then to carry on business afterwards. I have therefore to propose:

"That it has been proved to the satisfaction of this meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same; and accordingly that the Company be wound up voluntarily. And that Sydney Hampden Ross, of 3, Queen's Road, Central, Hongkong, Chartered Accountant, be and he is hereby appointed liquidator for the purpose of such winding-up."

Mr. PEPPERELL, on behalf of absent shareholders—"who are not here, but ought to have been"—asked whether any concrete offer had been made by anyone for the business as it stood. He remarked that he was asking the question because he knew it would be repeatedly asked of him within the next few days.

Mr. BLAKE replied that no firm offer had been made at present, but there were two or three parties interested, and there was hope that a firm offer of a sufficient amount would be made in the near future. It might be necessary, otherwise for the property to be sold by auction, but that was entirely up to the mortgagees.

Mr. A. B. HUMPHREYS asked how long the mortgagees would give them to sell their property. If they were adamant they might force a sale, which would have a very derogatory effect on the price obtained.

Mr. BLAKE replied that the mortgagees had given them formal notice of foreclosure, expiring on the 25th inst. Knowing them (the mortgagees) he thought they could be satisfied that they would give the firm every facility for a good sale.

The CHAIRMAN said he would like to support Mr. Blake's remarks.

Mr. PEPPERELL then asked why the Canton firm of tanners were not carrying out their offer. They had appeared enthusiastic enough originally.

The CHAIRMAN pointed out that the firm in question had made them an offer on condition that they (the Company) could raise sufficient working capital, when the Canton firm would be willing to back their opinion as to the prospects of the Company by putting up another \$40,000. However, the Company had been unable to raise that amount, and therefore the scheme fell through.

Mr. W. A. DOWLEY said he thought the general behaviour of the shareholders had been scandalous. The Directors had been fighting hard to keep the thing going, whilst Mr. Coppin, especially, had been doing his very best to get other people interested in the Company and to give them help, while the shareholders had been doing nothing. "The general behaviour of the shareholders," (Mr. Dowley continued) "have not lifted a finger. It illustrates the general apathy of shareholders in the whole of Hongkong whenever a Company is started here. They don't care a d—n. It is really disheartening for a board of directors to carry on anything in the Colony." Mr. Dowley went on to say that even if they got the Canton firm of tanners to put up the \$40,000, it would be no use since the mortgagees had made up their minds to have their money.

The CHAIRMAN then put the resolution which was carried unanimously. This concluded the business of the meeting.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. There were present:

HIS EXCELLENCY THE GOVERNOR (Sir R. E. STURGES, K.C.M.G.).
HIS EXCELLENCY THE OFFICER IN COMMAND OF THE TROOPS (Major-General Sir JOHN FOWLER, K.C.M.G., C.B., D.S.O.).
Hon. Mr. A. G. M. FLETCHER, C.M.G., C.B.E. (Colonial Secretary).
Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General).
Hon. Mr. McI. MESSER, O.B.E. (Colonial Treasurer).
Hon. Mr. E. R. HALLIFAX, C.B.E. (Secretary for Chinese Affairs).
Hon. Mr. E. A. IRVING (Director of Education).
Hon. Mr. H. T. CRESWELL (Director of Public Works).
Hon. Mr. H. E. PULLOCK, K.C.
Hon. Mr. P. H. HOLYOAK.
Hon. Mr. R. H. KOTTEWALL.
Hon. Mr. CRAV STUR.
Hon. Mr. A. O. LANG.
Hon. Mr. A. R. LOWE.
Mr. S. B. B. McLEDDERY (Clerk of Council).

The minutes of the last meeting of the Council were approved and signed.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid upon the table Financial Minutes Nos. 78 to 80, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid upon the table the report of the Finance Committee (No. 9) and moved that it be approved.

The COLONIAL TREASURER seconded, and the motion was agreed to.

STATUTE LAWS (PROOF AND PRESERVATION) ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to provide for the preservation of certain portions of the Statute Laws (New Revised Edition) Ordinance, 1911. He said: The Ordinance which was passed last week provided for the publication of a new edition of the Ordinances, and a new Ordinance No. 19 of 1911, which provided for the publication of the last revised edition of the Ordinances—the one at present in use. Most of the provisions of that Ordinance are, of course, now spent, but there are some provisions which require to be preserved, either permanently or temporarily, and they are preserved in this Bill. The permanent provisions are those dealt with in clause 3, which refers to the questions of the proving of Ordinances, and searches, in the original Ordinance, matters which seldom occur. The temporary provisions are contained in clause 4. The main provision therein is one which provides that, in the intermediate period between the coming into force of the Ordinance passed last week and the coming into operation of the new revised edition now being prepared, what I may call Mr. Alabaster's edition will continue to be the sole and proper Statute Book of the Colony. The COLONIAL SECRETARY seconded, and the first reading of the Bill was carried.

FIRE BRIGADE ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to regulate the Fire Brigade. He said: The present Ordinance, which was passed in 1908, contemplated a voluntary, though not necessarily unpaid, force. It also contained certain inconsistencies and unnecessary repetitions. The force has now been reorganised and is a whole-time force, and some of the terms used in connection with the force have been changed. This Bill is practically a formal one; it is intended to make the law agree with the present conditions of the Fire Brigade.

PUBLIC HEALTH AND BUILDINGS ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to amend further the Public Health and Buildings Ordinance, 1903. He said: This Bill deals only with the public health part of the Public Health and Buildings Ordinance, and I think the amendments which it makes, though desirable, are not very contentious and not of great importance. The first group of amendments is dealt with in clauses 2, 4 and 8, which all deal with the question of offensive trades. Clause 2 amends the definition of "offensive trade"; clause 4 enlarges the by-law-making power with regard to offensive trades; and clause 8 deals with the question when an offensive trade is a nuisance within the meaning of the Ordinance.

First of all, with regard to the definition: the present definition enumerates six particular offensive trades and then adds a general clause, "any other noxious or offensive trade or business or manufacture." The by-laws made under the Ordinance contain a much longer list of offensive trades, and it seems desirable that the Ordinance and the regulations should formally agree in the list of particular offensive trades given. A greater objection to the definition in the present Ordinance is that it contains no indication that the offensiveness of an offensive trade may be connected with the health of the persons engaged in the trade. The suggestion rather is that the trade is offensive only as regards persons outside and not as regards workers in the trade. The definition proposed by the

Bill is divided into three parts. The first part contains the list of offensive trades, which is at present contained in the by-laws; the second part provides that the term "offensive trade" shall include any trade, business or manufacture which is carried on in such a way as to be dangerous or injurious to the health of the persons engaged in it, or to be dangerous or injurious to the health of persons residing in the neighbourhood; and the third part is "any other noxious, offensive, noisome, or unhealthy trade, business or manufacture, whatsoever."

Clause 4 deals with the power of the Board to make by-laws with regard to offensive trades. The new form of the paragraph to be inserted in section 15 is intended to make it clear that the Board can prohibit the carrying on of any offensive trade without a license and that licenses are revocable. Conditions, of course, may change as time goes on and a locality which may be suitable at one period for carrying on an offensive trade may become unsuitable. An alteration in the definition made by clause 2 will have the effect of giving the Board power to make by-laws, if necessary, aimed at the preservation of the health of persons engaged in the trade as well as of persons not engaged in the trade. Clause 8 provides that an offensive trade carried on without a license is a nuisance. The present paragraph makes every offensive trade a nuisance, even though carried on with a license, which, of course, is not correct. Clause 8 of the Bill deals with that part of section 16 of the principal Ordinance which relates to the by-law-making power of the Board with regard to the importation of cattle, swine, sheep and goats. The proposed new paragraph extends this by-law-making power to the case of horses and other equine animals. The main object of the amendment is to acquire power to take steps to prevent the introduction of glanders into the Colony. It also gives the Board some wider powers than at present with regard to the examination and segregation of imported animals.

Clause 11 amends the law with regard to compensation for animals slaughtered by order of the Board. The present law is defective in two respects. It applies only to cattle, and not to animals generally, and gives no power to withhold compensation for animals imported in a diseased or infected condition. The provisions now proposed to be inserted in the Ordinance are based on the English Diseases of Animals Act, 1884. They make the amount of compensation depend on the nature of the disease and give power to withhold compensation if the owner has been guilty of an offence in connection with the importation of the animal, and provide as a rule that no compensation shall be paid for any animal which was imported in an infectious condition.

Clause 14 deals with the sections of the principal Ordinance relating to cemeteries and exhumations. They amend and re-enact the present sections; no very serious changes are made but a certain amount of unnecessary verbiage is eliminated. On cemeteries, which do exist, are recognised for the first time, the list of authorised cemeteries is revised, and a sub-list is added of authorised cemeteries which have been closed. The Governor has given power to remove a body from any grave in any place, for public purposes. I have given a case in the "Old Facts and Reasons" where that power may be very useful. The Head of the Sanitary Department is given authority to move any body, or the remains of any body, if buried or deposited without permission elsewhere than in a cemetery. The Governor is given power to issue a permit for the removal of a body or remains from a place other than an authorised cemetery, even though the actual legal person, representing the next of kin, cannot be ascertained. At present there is no power to do that. The other amendments proposed to be made by the Bill are more or less formal or not of very great importance. I do not think I need refer to them at this stage. I beg to move the first reading.

DANGEROUS DRUGS ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to regulate the importation, exportation, manufacture, sale and use of dangerous drugs. He said: This Bill is intended to give effect to the International Opium Convention which was signed at The Hague on the 23rd January, 1912. That Convention dealt both with opium and other drugs. Forty States took part in the Conference and the Convention was signed by all but two, Serbia and Turkey did not sign. The great war occurred before the Convention had been fully ratified. Germany was one of the nations which did not ratify it, so it did not come into force before the war. The Treaty of Versailles, by Article 295, provided that the Convention should be ratified and that the contracting Powers signing that Treaty should enact legislation to carry out the Convention. This Bill is based on the English Dangerous Drugs Act, 1920, and the English Amendment Act of 1923, so far as these Acts relate to dangerous drugs. The question of opium is being dealt with separately. We already have considerable control in the case of opium, a Bill is being drafted to consolidate and amend the law relating to opium, and the new Bill will give still greater powers with regard to opium. This Bill relates to dangerous drugs other than opium.

The delay in carrying out the terms of the Treaty of Versailles and applying the Convention may seem long, but we had considerable powers already and the trade was not unregulated. No doubt, however, we require much wider powers. A good deal of the practical legislation occurs in the regulations, a draft of which was published with this Bill. These regulations are based almost word for word

on the English regulations and I think it is an advantage—though the drafting is not always what it might be—to have our regulations in the same form as the English regulations. The Bill is largely based on the English Acts, but there are certain provisions which have been adapted from local Ordinances. The general intention of the Ordinance and regulations is that no one shall manufacture, import, export, supply, or possess any of the drugs to which the Ordinance applies without some authority under the Ordinance. Transit cargo—cargo which passes through the Colony on one ship without any transshipment—will not be subject to the Ordinance, provided that it is fully reported and that the ship which brings it in comes straight into the harbour and when it leaves goes straight out of the harbour, away from the Colony altogether. Clause 8 provides that no person is to send by post, except by license, any drug to which the Ordinance applies, and it gives the Postmaster-General power to detain and open any parcel suspected of containing any drug or anything that would be evidence of an offence under this Ordinance.

The penalties are severe. The penalty for an offence tried by the Magistrate is \$2,500 and imprisonment for twelve months, and on conviction on indictment the convicted prisoner is liable to a fine of \$10,000 and imprisonment for five years not exceeding ten years. These penalties are high, but I think they are much too high.

Certain alterations have been made in the Bill since it was published in the Gazette. I think I ought to refer shortly to them and point out where they occur. In clause 2, a definition has been inserted of the word "person," in order to make that term include "firm," so that if the only evidence, for example, of the possession of dangerous drugs, is evidence against a firm, it would be possible to proceed against the firm and impose a fine on the firm. Cases of that kind do occur, sometimes, where it is not possible to bring an offence home to any particular individual, and that definition is supplemented by sub-clause 5 of clause 11 which provides that where a person convicted of an offence under the Ordinance is a firm, every partner in the firm and every person concerned in the management of the firm shall be guilty of the like offence unless he proves that the Act or omission constituting the offence occurred without his knowledge or consent. That, I think, will not be any burden on innocent persons and will be very useful in the case of guilty persons. There is an unimportant addition made at the end of sub-clause 2 of clause 2, providing that the certificate referred to in that clause shall be admitted in evidence on production by the Superintendent. Sub-clause 1 of clause 3 has been altered in order to retain the prohibition against importation and exportation. It provides now that not only shall it be an offence to import or export any drug to which the Ordinance applies, but it shall be also an offence to do any act preparatory to or for the purpose of importing or exporting any such drug. That attempt to catch preparatory acts is based on the definition of the word "export" in the present Opium Ordinance of 1914, and is intended to prevent any possible discussion as to whether the particular acts which have been proved against a defendant have gone sufficiently far to amount to an attempt in law. The law on the subject of "attempt" is rather technical and this prohibition of preparatory acts will no doubt get some cases which the prohibition of attempts proper would not catch. Paragraph (d) of sub-clause 4 of clause 3 is new, as also are the words at the end of paragraph (e). They provide that, in order that transit cargo may be free from the restrictions of the Ordinance, the ship when it leaves the harbour of Victoria must go direct out of the Colony. That is to prevent any possible case of a ship hanging about to dump dangerous drugs outside the harbour so that they may be picked up by persons in league with the smugglers here. Paragraph (e) of the same sub-clause has been slightly altered so as to require the report to be in writing and to be made at the Central Police Station, and not at any Police Station, if the Superintendent's office is closed.

There are some unimportant alterations to clauses 4, 5, 6 and 7. A new sub-clause has been added to clause 9, which perhaps is the most important change made since the Bill was printed and published in the Gazette. That clause provides that every person who is proved to have in his possession or under his control any document of title, such as a bill of lading, relating to anything whatsoever containing any drug to which this Ordinance applies shall, until the contrary is proved, be deemed to have been in possession of such drug and to have known the nature of such drug. That is intended to deal with the case where drugs are brought into the Colony under a false description. It happens, sometimes, that a cargo may be described, for example "sardines," and when the case is opened, the top layer does consist of sardines or sardines, but the lower layers consist of this or heroin and cocaine. This clause simply throws on the person holding the documents of title the onus of proving that he did not know that the package contained the drug, and I do not think that will throw any undue onus on innocent persons. Clause 10 is new. It is based on a somewhat similar provision in the Opium Ordinance, and provides that a certificate signed by the Superintendent as to the character, quantity or market value of any drug to which this Ordinance applies shall be conclusive evidence as to such character, quantity or market value.

I can only hope that this Bill will help to check to some extent the trade in dangerous drugs. I beg to move the first reading.

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

FRAUDULENT TRANSFERS OF BUSINESSES.

HIS EXCELLENCY: With the approval of the Council, it is proposed to defer again the second reading of the Bill intituled an Ordinance to prevent certain fraudulent transfers of businesses.

PRISON ORDINANCE AMENDMENT BILL.

The ATTORNEY-GENERAL formally moved the second reading of the Bill intituled an Ordinance to amend the Prison Ordinance, 1903.

The COLONIAL SECRETARY seconded, and the motion was agreed to. The Council resolved itself into Committee to consider the Bill clause by clause. No amendments were made, and on Council resuming the Bill was read a third time and passed into law accordingly.

PUBLIC PLACES REGULATION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled an Ordinance to amend the Public Places Regulation Ordinance, 1910, and to repeal the Queen's Recreation Ground Ordinance, 1908, and the Recreation Grounds Ordinance, 1900.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill having passed through the Committee stage without amendment, The ATTORNEY-GENERAL, on Council resuming, moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was duly passed into law.

THE CHINESE RECREATION GROUND.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled an Ordinance to provide for the management of the area known as the Chinese Recreation Ground and the expenditure of the revenue derived therefrom, and to repeal the Recreation Grounds (Amendment) Ordinance, 1914, and the Recreation Grounds Amendment Ordinance, 1922.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill passed through the Committee stage without amendment and on the Council resuming it was read a third time and passed into law.

THE ADJOURNMENT.

H.E. the GOVERNOR: The Council will adjourn till this day week at 2.30. I may say I hope the Estimates for next year will be ready for the week after that. We want to get all minor matters out of the way first.

FINANCE COMMITTEE.

A meeting of the Finance Committee was afterwards held, the COLONIAL SECRETARY presiding.

The Governor recommended the Council to vote a sum of \$200 in aid of the vote Colonial Secretary's Office, Special Expenditure, Document Presses.

The CHAIRMAN: The Public Works Department have removed from the floor of the Colonial Secretariat to the new building opposite, and these document presses are needed for the increasing number of records in the Colonial Secretary's Department.

TYPHOON DAMAGE ON THE RAILWAY.

The Governor recommended the Council to vote a sum of \$15,000 on account of Kowloon-Canton Railway, Special Expenditure, Typhoon of 18th August, 1923.

The CHAIRMAN: This vote contains a great variety of items. The main one is \$7,000 odd for the reconstruction of the pier at Taiipo. The whole of the work was taken off. Many roofs were more or less damaged; in most cases the roofs were of French tiles which, however, stood the typhoon remarkably well. They have the great advantage that they can be repaired from within and require no scaffolding or mortar. These were all repaired within two days of the typhoon. One of the old stores buildings at "Blackhead" collapsed, a motor trolley shed was destroyed and 13 signal arms were either torn off or bent double. Practically the whole of the fencing from Kowloon to Hunghom, went down which (to quote a report) resulted on Saturday afternoon in the entire adult population of Hunghom, and most of the children, swarming in to collect wreckage coming ashore and incidentally to clean up the P.W.D. bathing sheds and bamboo fencing, of which not so much as a palm leaf is left. There were minor damages, and at Hunghom the quarters were badly unroofed. The total outlay is \$15,000.

The Hon. Mr. A. O. LANG: This railway is becoming a very expensive item. The CHAIRMAN: I am afraid it is. Of course it is mainly due to the trouble over the border.

The Hon. Mr. LANG: We are pouring money into it, now. The CHAIRMAN: Yes, we have to keep it efficient in the hope that some day the Chinese section will also be efficient. If we could run right through it would be very much better.

The Hon. Mr. LANG: It is only a few weeks ago that we voted a sum for more wagons, because the Chinese section could not maintain their proportion. I hope some arrangement has been made whereby later on we may recover some of that from the Chinese.

The CHAIRMAN: I am afraid I cannot hold out much hope of that. We have a very large claim maturing against them already. They are under liabilities for the train service not running properly, and of course the running has been interrupted during a considerable part of this year. However, I think it would be very foolish to abandon our section in any way. We must keep it up-to-date.

The Hon. Mr. LANG: We cannot very well abandon it now.

TOWER FOR THE FIRE BRIGADE.

The Governor recommended the Council to vote a sum of \$2,000 on account of the vote Public Works, Extraordinary, Kowloon, Buildings, Tower on Railway ground for the Fire Brigade.

The CHAIRMAN: This is a small tower for drying hose and for drill practice. Approved.

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ALWAYS IN SEASON,
ALWAYS IN DEMAND,

AND

ALWAYS IN FAVOUR.

ENGLISH DAMSONS	in Syrup	\$0.70
GOOSEBERRIES	"	"80
BLACK CURRANTS	"	"	...	1.60
RASPBERRIES	"	"	...	1.65
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Per bottle, including duty	\$ 2.00
" 1/2 "	"	"	...	1.25
" case	"	"	...	24.00

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has been described as ONE WHO PUTS MORE INTO LIFE than HE TAKES OUT OF IT.

Our Tailoring Ideals are to put more into Clothes than the Price entitles the Wearer to expect. That is why, judged by the most critical, our TAILORING is found to lead in QUALITY and WORKMANSHIP.

NEW AUTUMN STYLES

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PRICES FROM \$55.

SATISFACTION GUARANTEED.

INTIMATIONS

NOTICE OF REMOVAL

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

NOTICE OF REMOVAL

On and after MONDAY, SEPTEMBER 24th, the ASIA BANKING CORPORATION will be located in New Quarters, FARMER'S BUILDING, 100 HONG STREET. [1331]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN That the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 8th OCTOBER, 1923 (both days inclusive). Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 9th prox.

By Order of the Board,
E. COOK,
Acting Chief Manager.
Hongkong, 17th September, 1923. [1317]

HONGKONG JOCKEY CLUB.

MEMBERS are Reminded that Entries for the FOURTH GYMKHANA to be held on the 6th and 8th OCTOBER, 1923, CLOSE on SATURDAY NEXT, the 22nd INST. [1325]

NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 5th DAY OF OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 3rd October, 1923, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 19th September, 1923. [1327]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the CITY HALL on FRIDAY, 21st INST., at 6.45 P.M.

By Order,
D. K. BLAIR,
Hon. Secretary.

Hongkong, 17th September, 1923. [1324]

KOWLOON-CANTON RAILWAY, British Section.

NOTICE

DURING Suspension of the Through Express Service, An Additional Local Train will leave Kowloon on SUNDAYS and PUBLIC HOLIDAYS at 2.30 P.M., returning from SHUM CHUN at 6.30 P.M.

R. BAKER,
Manager.

Kowloon, 18th September, 1923. [1333]

NEWS FROM THE OLD COUNTRY.

SEND 1/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's People, Tit Bits, Pearson's, etc., etc. Hundreds of papers on our list mailed free. A different paper sent weekly, or the same publication for 52 weeks. 1/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 1/- to-day to

PERIODICAL POSTING CO.,
PLYMOUTH, ENGLAND. [1781]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers "PREMIER" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 19th September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 24th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th Oct., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th September, 1923. [1329]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATIONS

JAPANESE EARTHQUAKE DISASTER

HONGKONG RELIEF FUND.

NOTICE

SUPPLIES OF SECOND-HAND CLOTHING.

A SPECIAL COMMITTEE of Local Ladies under the Presidency of Mrs. E. D. C. WOLFE has been formed for the purpose of receiving and handing over to the Relief Committee for despatch to the Devastated Areas in Japan, Parcels of Second-hand European Clothing of all descriptions for Adults and Children.

The Committee will be in attendance at the CITY HALL Daily from MONDAY, 17th INST., to SATURDAY, 22nd INST., between 11 A.M. and 12 Noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,
D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE,
Hongkong, 12th September, 1923. [1303]

JAPANESE EARTHQUAKE DISASTER

HONGKONG RELIEF FUND.

NOTICE

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—
HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG & SHANGHAI BANKING CORPORATION,
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
MERCANTILE BANK OF INDIA,
INTERNATIONAL BANKING CORPORATION,
NETHERLANDS TRADING SOCIETY,
YOKOHAMA SPECIE BANK,
HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE,
Hongkong, 10th September, 1923. [1297]

OFFICES TO LET.

GOOD OFFICES in No. 1, DUNDAS ST., 4 Rooms on Top Floor, Use of Lift. Apply—
Box No. H.E.C.
c/o Daily Press Office.
[1316]

TO LET.

OFFICES at No. 10A, DEE WONG ROAD CENTRAL. Suitable also for Godown, Garage, or Printing Establishment. Apply to

THE BANK OF EAST ASIA, LTD.
[1312]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on 5th Floor. Apply

UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Boxes—XL, XS, 830.

TO LET—GODOWN at No. 153, PRAYA EAST. Apply—GANDE, PRICE & CO., LTD. [1314]

JUST ARRIVED—Cheque Perforators, No. 1000 Machines, Perforators (Cancel and Paid). RANSAT & Co., Beaconsfield Arcade. [1313]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE — — — — \$5.

DAILY PRESS OFFICE.

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There is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 33, Queen's Road Central—ADVT.

INTIMATION

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and a Label to that effect is affixed to the back of each bottle.

A. S. WATSON & CO., LTD.,
Wine & Spirit Merchants.
ESTABLISHED 1841.

BIRTH.
LANGLEY—At Shanghai, on September 14th, to Mr. and Mrs. HERBERT LANGLEY, a daughter.

DEATH.
AGUIRO—At Yokohama, on September 14th, JULIO CAZAR (CHIPS) victim of earthquake.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1923.

THOSE SHIPPING PROFITS.

AFTER all the discussion that has taken place on the subject of the title of the Hongkong Government to the profits made under the Shipping Control Scheme during the latter part of the war, we think the public are satisfied that the Government has a good title to them.

subject to a decision on the minor point as to whether the owners are entitled or not to some allowance beyond the "Blue book rates," for the reason that "the locally managed vessels were for the most part older than competing ships and cost more in marine risk insurance, coal and repairs and in maintenance generally." The Colonial Government has from the commencement supported this view, but the decision rests entirely with the Imperial Government. Even if the further representations it is prepared to receive, recognises the justice of the contention, we imagine that whatever concessions are made are not likely to very materially reduce the sum of over \$2,230,000 which the Hongkong Government has standing to its credit. Our interest therefore may now turn to the ultimate disposal of the money. In the letter of the COLONIAL SECRETARY that we reproduced a day or two ago it was stated that this has not yet been decided, "but it is the intention to use it for the benefit of Shipping in Far Eastern waters, or directly for the benefit of the Imperial Government." Since the money was definitely assigned by the Imperial Government to the Government of the Colony the intention as to its ultimate disposal has undergone several changes.

Three years ago the major portion of it was definitely earmarked for building a hotel and flats in Kowloon to relieve the house shortage, a quarter of a million dollars was to go to the University, and another quarter of a million was to be spent on "education generally." Architects were on the point of making plans for the hotel and flats when the interested shipowners claimed that, as building flats and a hotel at Kowloon were not war purposes, they were entitled to the return of the profits made by the operation of their ships, and they accordingly commenced an action against the Government with the object of "recovering them." This put a stop for the time being to the Government's plans for utilising the money. A year later, when the much-discussed Indemnity Ordinance was introduced in the Legislative Council, the ATTORNEY-GENERAL referring to the ultimate disposal of these profits, said: "We made, from this Colony, during the war certain contributions to the Imperial Government for the carrying on of the war. We sent home out of ordinary revenue over five millions; and out of special rates imposed for war purposes over two millions. We also raised a loan of three million dollars and sent that to the Imperial Government. The cash payments have gone; the loan remains, and what it is proposed to do with the money collected by the Government under the Requisition Scheme, is to place it in a fund for the redemption of that War Loan." Now, according to the COLONIAL SECRETARY, "it is the intention to use it either for the benefit of shipping in Far Eastern waters, or directly for the benefit of the Imperial Government." The vagueness of this announcement is perplexing. The reference to benefitting shipping in the Far East may suggest an intention to use it for the projected harbour improvements, which H.E. THE GOVERNOR some time ago significantly remarked "will cost a sum beyond any balances we may have"; the alternative suggestion that these shipping profits may be used "directly for the benefit of the Imperial Government" may indicate that a use may be found for them when the time comes for a financial settlement in connection with the transfer of the military lands—or it may refer, of course, to repayment of the war loan. The conditions on which the loan was raised do not, however, call for repayment before 1928, though the Government has the option of repaying it at any time after 1921. It must be embarrassing to the Government to find itself unexpectedly in possession of nearly two and a quarter million dollars and not to know exactly what to do with the money. Since there is to be further argument and negotiation, apparently, on the claims of the shipowners, we may have some considerable time yet to wait before this large item ceases to appear in the accounts as a "liability," and is transferred to the "assets" side of the account for definite disposal. But perhaps, we may get a clearer indication of its destiny a fortnight hence when the Budget is to be introduced in the Legislative Council.

The Hongkong Relief Fund for the victims of the Japanese Earthquake disaster now amounts to \$353,612.12. The latest contributions include \$2,000 each from the Hongkong and Kowloon Wharf and Godown Co., Ltd., the Hongkong and Whampoa Dock Co., Ltd., and the Green Island Cement Co., Ltd., \$1,000 from the Hongkong, Canton and Macao Steamboat Co., Ltd., and \$500 each from the Douglas Steamship Co., Ltd., the Star Ferry Co., Ltd., and Mr. J. H. Taggart.

The Chinese hotel keepers at Canton are protesting against a tax of 20 per cent. which has been imposed on hotel bills. When a deputation went to see the Mayor on the subject, we learn from our Canton contemporary that Mr. Sun Fo told them that as the tax was imposed by the military authorities, he was not in a position to say anything. The representatives then went to the military authorities concerned and were told that as the additional 20 per cent. on the hotel bills was to be borne by the guests, the hotel-keepers should suffer no hardship. The representatives argued that by attaching the extra 20 per cent. on the bill they would find it extremely difficult to make their guests pay, and that the increase would have a serious effect on their business which is already very bad. To this the authorities replied that as military expenses were exceedingly urgent, the proposed tax could not be cancelled.

ARMS IN A BASKET.

INDIAN CONSTABLE'S FIND.

A Chinese was riding in a rickshaw along Queen's Road, opposite the Victoria Barracks, early on Saturday evening, when he was stopped by an Indian policeman who was searching for armed robbers. He was made to get out of the vehicle, and open a large rattan basket he was carrying. The contents were found to be three Mauser pistols, and a Colt automatic. The man's excuse was that he was carrying the basket for a friend, and did not know what the contents were. He took his captors to a house in Wanchai, but the friend could not be found. He then took them along to the To To Sin Kun Restaurant, but his friend was not to be found here either.

The prisoner appeared before the Magistrate (Mr. Melbourne) yesterday morning, charged with being in illegal possession of the arms. He was represented by Mr. Russ. The defence was reserved, and defendant committed to the next Criminal Sessions.

THE RESTAURANTS OF CANTON ON STRIKE.

PROTEST AGAINST "FARMING" A TAX.

All the restaurants in Canton were closed on Wednesday in order to lend support to a petition to the Government for the cancellation of the tax on meals the collection of which has been farmed out to a syndicate. The restaurants put placards on their doors saying: "Owing to the high cost of material, we suspend business temporarily."

A reporter of the Pacific News Agency called at the Restaurants' Guild to make inquiries. He was told by an officer of the guild that since the proceeds from the new tax would be turned over to the schools for educational expenses, there should be no reason for business men to resist the carrying out of the regulations of the new tax. "But," said the officer, "as the company which secures the monopoly of this tax only pays \$200,000 to the Government for the privilege and the receipts will amount to more than \$1,000,000, the merchants feel that it is not just to let the company make such a huge profit." He likewise pointed out that the restaurants in Canton were doing more than \$10,000,000 business each year and a ten per cent. tax on this amount would be \$1,000,000.

As a result of the strike, the dealers in poultry, pork, vegetables, etc., are greatly affected, since the restaurants are their biggest customers. The tea houses, however, enjoyed excellent business through no means Chinese or foreign being obtainable in the restaurants.

ANOTHER TRAIN ROBBED.

The passenger train of the Yue-Han Railway, which left Yantam, in the North River, yesterday morning for Canton, was held up by 40 armed robbers in Kwanton at 1 o'clock yesterday. More than ten passengers were captured and the loss is estimated at several thousand dollars.

The Yue-Han, trains were usually escorted by a detachment of armed guards. It is reported, no soldiers accompanied the train yesterday. The railway Administration has requested the soldiers in the North River to trace the whereabouts of the robbers and instructed the officers of the Administration to pay special attention to the protection of the trains.

THE BELOVED CHEATER.

Lew Cody, one of the most striking matinee idols on the screen, is the star of "The Beloved Cheater," which will be seen at the World Theatre for a run of three days, starting on Sunday. Cody is both fascinating and magnetic, and there is that about his appearance which suggests the more sophisticated and highly cultured life of England and the Continent.

In "The Beloved Cheater" Mr. Cody is seen in a very usual part—that of a handsome bachelor who attempts to aid his friend in breaking down the peculiar aversion of the friend's fiancée to kissing.

FAR EASTERN CABLE NEWS.

[THROUGH REUTERS'S AGENCY.]

JAPANESE BATTLESHIPS WITHDRAWN FROM NAVY.

Tokyo, September 19th.

Nine battleships have been withdrawn from the navy in accordance with the Washington Treaty.

[FROM THE "DAILY BULLETIN."]

EARTHQUAKE INTELLIGENCE.

RELIEF OF REFUGEES.

Kobe, September 18th.

While the International Relief Committee are caring for all destitute foreign refugees from the devastated areas, the Russians, whose homelessness is now regarded as more or less a permanent problem, have been taken over by the Japanese authorities at Kobe, who are providing special accommodation for them.

Between 4,000 and 5,000 Chinese residents who escaped destruction at Yokohama have arrived here, of whom 2,500 have already departed for China.

EFFECTS OF THE FIRE.

Later.

Some idea of the intensity of the fire may be obtained from the fact that the steel lining inside the strong-room of the Chartered Bank was so hot that it could not be touched on the tenth day after the fire.

On that day a party went ashore to open the Chartered Bank's safes. On penetrating the wall, which was two feet thick, it was found that the steel lining was so hot that it was felt advisable to postpone operations another ten days.

Some papers inside one of the safes in the British Consulate caught fire on the door being opened.

All the Hongkong and Shanghai Bank books were got out of the building before the fire, as the result of strenuous work, but they were destroyed by the fire on the pier, to which they were taken.

KNOTTY PROBLEMS.

A number of knotty problems, arising from the fact that so many documents were destroyed, await settlement.

For example, the question is being asked, what will happen in the case of securities held by the banks for which securities the receipts have been burned? Also, what about the goods insured by British and American exporters for ten days after arrival, and which goods were burned during that period?

In the documents regarding such insurances, there is no mention of a fire following an earthquake, as in the case of ordinary insurances.

REBUILDING OF YOKOHAMA.

The idea that Yokohama will be rebuilt enters few of the minds of those who have seen it after the fire. It will depend upon whether in the scheme of reconstruction of Tokyo provision is made for making Tokyo a great port, which then in a position to know say is quite possible by dredging a passage up to Shibura.

BOMB OUTRAGE AT PEKING.

PEKING, September 18th.

Last evening, a bomb was thrown at the residence of the Speaker, Wu Ching Lien, while the latter was entertaining a party of guests. No damage resulted.

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CABLES.

LATEST CABLES.
(THROUGH LONDON AGENCY.)

REPORTED REVOLUTION IN BULGARIA.

COMMUNISTS AND PEASANTS JOIN HANDS.

PARIS, September 19th.

Unconfirmed reports regarding an Agrarian revolutionary rising in Northern Bulgaria have been published in the newspapers.

These reports state that the Communists joined hands with the peasants.

Troops have been dispatched to the affected districts and martial law proclaimed in several towns.

THE CHINESE FOOTBALLERS IN AUSTRALIA.

SYDNEY, September 19th.

In the match at Tanworth, New South Wales, China defeated New England by nine goals to nil.

GOLF CHAMPIONSHIP

CHICAGO, September 19th.

In the golf championship second round Ouimet beat Hunter by 3 and 2; Marston beat Jones by 2 and 1.

EARLIER CABLES.

THE WORK OF RECONSTRUCTION IN JAPAN.

HUGE LOAN CONTEMPLATED.

TOKYO, September 19th.

It is reported that the Government proposes to float a loan of a thousand million dollars for reconstruction purposes.

OPPORTUNITY FOR BRITISH INDUSTRY.

LONDON, September 19th.

The *Bulletin*, the journal of the Federation of British Industries, emphasises the necessity for immediate steps to advertise British products if British industry wishes to share in orders for the reconstruction of Tokyo and Yokohama. The Federation is prepared, if sufficiently supported, to organise a collective propaganda scheme in the Japanese Press on behalf of its members interested in reconstructing materials, and to extend the scheme to other industries if it be successful. It has been also suggested that the Federation should form a group of non-competitive manufacturers with the purpose of sending out to Japan a technical representative to take charge of their interests, and advise as regards the extent to which stocks of materials can be carried locally.

GREECE'S APOLOGY.

MAIN TERMS CARRIED OUT.

ATHENS, September 19th.

The funeral service of General Tellini was solemnly celebrated in the Catholic cathedral of St. Denis, in the presence of all the Government officials and diplomatic representatives. Simultaneously, the Allied squadron entered the Bay of Phaleron, led by the Italian battleship *Conte di Cavour* and *Giulio Cesare*, followed by destroyers, the British light cruiser *Curdish* and the French cruiser *Mulhouse*. The Greek fleet fired a salute of twenty-one guns, and the commander of the Allied squadron notified the celebration of a requiem, after the squadron withdrew returning the Greek salute. Thus the principal conditions of the Ambassadors' Note have been carried out.

SEIZURES OF FOREIGN CURRENCY IN GERMANY.

BERLIN, September 19th.

It is officially stated that 3,120 dollars, 38 pounds sterling and various other sums in foreign currencies were obtained in raids made yesterday evening. Many foreigners appeared at police headquarters this morning and demanded their money back. The demand will be acceded to if they be able to prove they are only visiting Germany or are engaged in business, but foreigners residing in Germany, apparently will be treated similarly to Germans, and will not have any foreign money returned.

MR. BALDWIN MEETS M. POINCARÉ

COMMON AGREEMENT OF VIEWS ANNOUNCED.

PARIS, September 19th.

Mr. Baldwin remained at his hotel this morning, being invisible and inaccessible. He spent the time conferring with Sir William Tyrrell and the secretaries, Colonel Waterhouse and Mr. J. C. Davidson, while Lord Crewe called early in the morning. Shortly after Lord Crewe's departure Mr. Baldwin, accompanied by Mr. Davidson, slipped unobserved out of a side door of the hotel and drove off for a walk in the Bois de Boulogne.

M. Poincaré left the Elysée to meet Mr. Baldwin at luncheon in the British Embassy at one o'clock. The other guests were Lord Crewe, Sir Wm. Tyrrell, Mr. Davidson and an interpreter, M. Canerlyck, who was telegraphically summoned from Geneva, his presence indicating that the conversations after luncheon would deal with the technical side of reparations.

Mr. Baldwin and Mr. Poincaré left the Embassy respectively at 3.35 and 4 p.m. Their conversation was private, the interpreter being the only other person present. A communiqué says: "The British and French Premiers took advantage of their meeting to exchange views on the general political situation. It is not to be expected that in the course of one meeting M. Poincaré and Mr. Baldwin would be able to settle any definite solution, but they were happy to establish common agreement of views and discover that on no question is there any purpose or divergence of principle which could impair the co-operation of the two countries, on which depends so much a settlement and the peace of the world."

Mr. Baldwin, accompanied by Lord Crewe, motored to Rambouillet to take tea with M. Millerand. It is expected Mr. Baldwin will remain in Paris overnight. The French Cabinet meets to-morrow.

It is authoritatively stated in London that the Paris meeting cannot be described as a conference. It was only natural that Mr. Baldwin, in passing through Paris, should be anxious to make the acquaintance of M. Poincaré. It is premature to talk of meetings of the Cabinet on Mr. Baldwin's return, while it is recognised that a meeting of Premiers can only be productive of good.

OPTIMISM IN FRANCE.

LONDON, September 19th.

An extraordinary transformation of the French attitude towards England has followed yesterday's communiqué, which a Paris semi-official message describes as "a diplomatic event of the highest importance." French official circles are evincing optimism unqualified since the occupation of the Ruhr, speaking of the complete restoration of the Entente as an accomplished fact.

It is understood, moreover, that Mr. Baldwin is quite satisfied with the results of the meeting; nevertheless a more reserved tone characterises the comments in London, where, while pleasure is expressed at the resumption of live negotiations, the newspapers recall past "agreements in principle," when questions of method resulted in a deadlock. They mostly content themselves, pending fuller information, with hoping that subsequent events will justify the Parisian hopefulness.

NEW YORK PRINTERS' STRIKE.

MEN TO MEET NEWSPAPER OWNERS.

NEW YORK, September 19th.

There is no indication of a settlement of the newspapers printers' strike. Only eight-page composite issue was published this morning.

LATZ.

The printers have accepted a proposal by the president of the Pressmen's Union to appoint a committee of five to confer with the owners of the newspapers, with a view to a settlement of the dispute.

ANOTHER EARTHQUAKE SEVERE SHOCK IN INDIA.

ALLAHABAD, September 19th.

A message from Meshed says a severe earthquake was experienced at Bujand, seventy miles west-south-west of Ashkhabad, in the Province of Khorasan, on the morning of the 17th instant.

No details are yet to hand.

COMPETITION IN COTTON GOODS.

LANCASHIRE SERIOUSLY CHALLENGED.

LONDON, September 19th.

The chairman, Mr. Lennox Lee, at the Calico Printers' Association meeting in Manchester, referred to the keen competition experienced abroad especially in Germany, where the productive capacity had increased to the highest pitch. Lancashire could not expect again to hold a virtual monopoly of manufacturing cotton goods. France, Japan and America had all heavily bought the best textile machinery. The worst trouble at present, however, was the dearth of cotton. Lancashire must henceforth increasingly aim at improving the quality of her goods.

LOSS OF SEVEN U.S. DESTROYERS.

A MISTAKE IN THE BEARINGS.

SAN DIEGO, September 19th.

At the Naval Court of Inquiry into the loss of seven destroyers on the 9th inst., Lieutenant Blaggett, navigating officer of the destroyer *Delphy*, testified that the bearings of the flotilla were received by wireless from Point Aguero and gave their position as north of that station. This was so far from their own reckoning, which placed them south of the station, that they assumed the reversed figures were intended and plotted their course accordingly. They never doubted the correctness of the assumption until the vessel struck.

THE AMERICAN LIQUOR QUESTION.

"CONVERSATION" WITH BRITAIN CONTINUES.

WASHINGTON, September 19th.

Great Britain has replied to Mr. Hughes proposal for an Anglo-American agreement on the questions of liquor on ships and liquor smuggling. Officials here describe it as being "in general, not sympathetic." They understand, however, that Britain has proposed to submit the American proposal to the Imperial Conference. Officials regard the British reply as leaving open the possibility of a double-barrelled limiting of rum running, but facilitating liquor shipments in American waters in foreign vessels.

INDIAN CONGRESS DECISIONS.

DELHI, September 19th.

The Indian National Congress sub-committee on Hindu-Muslim relations has unanimously agreed to recommend the formation of Congress Hindu-Muslim guards to suppress riots.

Poling of the Congress yesterday on the resolution in favour of boycotting goods from the British Empire was 640 for and 221 against.

RUSSIAN REFUGEES IN AMERICA.

WASHINGTON, September 19th.

Two hundred Russian refugees who have been detained at Seattle and Vancouver because the September quota is exceeded will, owing to conditions in Japan after the earthquake, be admitted into the United States under the October quota.

AMERICAN WARSHIPS COLLIDE.

WASHINGTON, September 19th.

The battleship *Arkansas* and the destroyer *McFarland* collided during night manoeuvres. The destroyer was struck on the forward port side of the bridge and seriously damaged, and is proceeding under escort to Boston.

BANQUE INDUSTRIELLES LONDON CREDITORS.

LONDON, September 19th.

A meeting of the London creditors of the Banque Industrielle de Chine has approved a modified scheme of arrangement.

HERR STINNES.

MOSCOW, September 19th.

The German Embassy denies that Herr Stinnes is here.

THE EARTHQUAKE IN JAPAN. DONATIONS FOR RELIEF CONTINUE.

VANCOUVER, September 19th.

The Japanese population of Canada, totalling fifteen thousand, including seven thousand wage earners, have contributed a hundred and two thousand dollars to the earthquake relief fund. An additional ten thousand is expected.

LONDON, September 19th.

The Lord Mayor's Japanese Relief Fund has reached £185,000. The Liverpool Cotton Association has given £1,050, the Japanese staff of the Bank of Taiwan £50, and the Japan Society has collected a further £1,202.

MARSEILLES, Sept. 19th.

The Chamber of Commerce has voted ten thousand francs towards relief in Japan.

LATEST CABLES.

PRINCE MATSUOKA'S RESIDENCE FOR USE OF U.S. RED CROSS.

TOKYO, September 19th.

Prince Matsukata's residence in the suburb of Mita has been offered for use of the American Red Cross Society.

JAPAN'S CREDIT GOOD.

ATLANTIC CITY, September 19th.

The directors of the National Association of Credit Men, at their annual meeting issued a declaration stating that in their opinion the credit of Japan was as good as ever it had been, and urging American business to extend every accommodation possible to the Japanese.

SMALLER "BULLS." ENLARGED TARGETS BEING REDUCED.

So many "possible" scores were returned at Bisley, and so many ties necessitated, that the Bisley Committee of the National Rifle Association is proposing to reduce the dimensions of the bull's eye and surrounding rings for future meetings.

"This proposal," said Major Etches, secretary N. R. A., in an interview, "will not affect entries in any way; all it will do will simply be to make the competition a real test for the best shots—as it should be."

"Previous to the war the bull at 200 yards was a five-inch one, and then came the war and ammunition which was not up to previous standards, and we found it necessary to make the bull eight inches in order to give the marksmen a fair chance. Now the great improvement in ammunition accuracy and the advances in rifle manufacture make it necessary that a change should be made."

"Consequently, we propose making the bull six inches at 200 yards, which is still, of course, one inch larger than in pre-war days. Another point which has weighed with us is that some marksmen, reading about so many 'possibles' at the last meeting, would be scared to put in an appearance among 'traces' whereas in reality they would quite probably score a possible themselves on the larger bull."

"The idea of rifle shooting is, or should be, to make the test so difficult that only a very few can qualify, otherwise the meetings might as well not be held."

Major Etches explained that in arriving at the six-inch bull at 200 yards they had for rifle and ammunition allowed two minutes per 100 yards for angle of error and one minute for personal error of fire. One minute equals an inch, and so six inches must be allowed at 200 yards.

Lord Chylesmore, president of the N. R. A., said that the proposed reductions, which were very necessary in his opinion, would not affect the entry in any way, and certainly would not affect the individual shooting of the entrants except to make the securing of possible more difficult. These alterations will not be finally approved by the N. R. A. until the next meeting, which takes place in October.

FORTHCOMING TEA CONGRESS AND EXPOSITION IN JAVA.

A tea-congress with exposition will be held at Bandung from June 21st till July 6th, 1924. On the occasion of this congress lectures will be given by specialists on tea-growing and the preparation, diseases, sale, etc., of tea. Machinery, tools and packings in use will be exhibited and, there are already indications that foreign manufacturers will make ample use of the specially favourable circumstances that the tea-exposition will be held in the tea-growing centre of Java. The President of the Congress and Exposition is the well-known tea-growing expert, K. A. R. Boesch, General Manager of the Malabar tea-plantations; the Vice-President of the Congress is Dr. C. J. J. Bernard, Director of the General Experiment Station for tea at Buitenzorg, while the Vice-President of the Exposition is Mr. E. de Kruyff, Chief of the Section for Commerce of the Department of Agriculture, Industry and Commerce at Buitenzorg.

Admiral Bradley Fiske, of the United States Navy (retired) warns America that she is drifting into war because of the prohibition law, and suggests a conference of a hundred leading citizens to settle the vexed question in the same manner as the limitation of armaments was decided a year ago at the Washington Conference.

THE "OKARA" INQUIRY.

STRONG CRITICISM BY DIRECTOR OF WIRELESS.

That the regulations laid down by the International Wireless Convention regarding the question of signals of distress were very lax, and that it would be better to have a meteorological office in Calcutta instead of in Simla, was the opinion given by Commander R. L. Nicholson, Director of Wireless in India, before the Marine Court of Enquiry into the loss of the *Okara* on August 28th.

When examined by Mr. Orr, Commander Nicholson said if the *Okara* was where she was thought she was from 14 hours G.M.T. till 24 hours G.M.T., there would only have been a watcher on duty during that period. From 9 to 4, 9 to 8, 10 to 12 and 14 to 24 G.M.T. there would be a watcher. In the intervening hours there should be an operator. "My experience is that ships will not read messages which are not addressed to them, and that they do not always read C. Q. messages periodically. You should get an answer from all ships in range if you C. Q. but you never do as the watcher is compelled to know only T.T.T. and S.C.S. signals. They are tested for them in India. We also endeavour to make them know the call sign of their ships, but that is very difficult as they change ships. I do not expect that a watcher would recognise a C. Q. unless he had been warned that the ships at Calcutta were going to send a message about that time. Ordinarily there would be an operator on at 7 a.m. in the position the *Okara* was in on the morning of 3rd as that was the time for weather messages.

"The system of one operator and two watchers is only one-third satisfactory. I think it most unfair to keep a man just to hear an S.O.S. signal for six months and, if he does hear it then there is immediately such a din going on that he can hear nothing else and may not hear it again for another six months. The din is caused by every other operator within range immediately starting signals.

"The International Convention is very lax on the whole question of signals of distress. There is a distinct order that ships receiving a message of distress must suspend all correspondence and not resume same until they ascertain that the distress signal is finished, and there is also an indication that ships in distress should control traffic. But all the instructions in the Convention for signals of distress are so extraordinarily vague that there is nearly always absolute confusion."

THE AMERICAN COTTON SHORTAGE.

The prospect of a shortage in the American cotton crop, says a London paper, has created a feeling of panic in those parts of Lancashire which spin this class of cotton, while a critical situation has been created in the Oldham cotton share market. President prospects undoubtedly indicate a shortage. According to Mr. Hester, of the New Orleans Cotton Exchange, the world's consumption of American cotton last season was 12,656,000 bales. The average crop condition on July 23rd, as shown in the figures of the United States Department of Agriculture, was 67.2 per cent. This indicates a crop of only about 11,600,000 bales. Since the date of this condition (July 23rd) Texas has been suffering from insufficient rainfall, amounting to a drought. Texas supplies over one-third of the total crop of American cotton, and unless abundant rainfall is experienced during the next fortnight or three weeks the crops in that State will rapidly deteriorate, and this will seriously affect the total American cotton supply. The Eastern belt, on the other hand, is having rather too much rain, which is a factor encouraging the germination of the boll weevil. It will be seen therefore that all indications point to a very serious shortage in the crop as compared with the world's consumption of last year, and there would appear to be every justification for Lancashire's alarm.

COTTON SHORT TIME.

The Master Cotton Spinners' meeting in Manchester on August 11th decided to continue half-time working in the American spinning section of the cotton industry during September. Nearly forty million spindles are affected and one hundred thousand workpeople. No relief for the present depression is in sight.—*Times*.

Vicount Ednam, M.P. opening a file on behalf of the Royal Northern Hospital, on July 21st, declared that "unless the public throws its weight into the scales we shall not be able to save the voluntary hospital system which has been the pride of Great Britain and the envy of foreign countries for upwards of 400 years."

CONDITIONS AT ELLIS ISLAND.

SIR A. GEDDES'S REPORT.

Sir Auckland Geddes, British Ambassador in Washington, at the invitation of the United States Secretary of Labour, a Cabinet Minister, visited the Ellis Island Immigration Station at New York on December 18th, 1922. His report to Lord Curzon on the system of dealing with immigrants, which was communicated in January to the Secretary of Labour and the Commissioner of Immigration at the Port of New York, has now been published as a White Paper.

The Ambassador considered that the plan of the buildings used for the immigration station was unsuitable, and comments in his Report on the inadequate accommodation and certain faults in the ventilation system and sanitary arrangements. He observed that there was "in many corners impacted grasy dirt that it was possible to say with certainty had been there for many days, if not weeks or months," and remarked that "as a result of the presence of chronic dirt, the buildings are pervaded by a flat, stale smell which is quite distinct from the pungent odour of unwashed humanity." The Ambassador found that "the compound smell of old dirt and new immigrants was nearly universal. He explains, however, that the difficulties in the way of keeping the place clean are almost insuperable owing to the fact that "many of the immigrants are innocent of the most rudimentary understanding of the meaning of the word 'clean,' and use the floor of the dining-room 'as a universal slop-bowl and refuse can,' to say nothing of giving evidence of repulsive personal habits at other times."

The chief problem of Ellis Island is, in Sir Auckland Geddes's opinion, created by the immigrants themselves, who "range from the highly educated and gently nurtured" to the "utterly brutalized victim of poverty and oppression in some remote civilized land." Yet owing to the arrangements of the place the washed are kept in close contact with the unwashed and may have to sleep in blankets which have not been sterilized since their use by a person of unclean habit, or be examined medically (after undressing in a crowd and piling their clothes on racks—highly piggyback—the clean clothes of the washed on the foul clothes of the unwashed) by an officer who has no time to cleanse his indiarubber gloves after examining the man before whom he may be disgusted or otherwise personally most unpleasant. It is pointed out that the rooms set aside for this medical examination were not designed to provide facilities for the examination now required by the law.

The Ambassador also noted that the system of pens, locked doors, and cages for sleeping in, while highly necessary in view of the habits and behaviour of the unwashed immigrants, was distasteful to the washed. On the other hand, the hospital arrangements were good, the supply of food appeared to be ample, and special arrangements were in force to enable Jewish immigrants to comply with the dietary imposed by their religion, and the Ambassador found that "all the arrangements for handling admitted immigrants are efficient and reflect high credit on those concerned. They are, in fact, a very good example of American business administration."

The Report concluded with a number of suggestions which, if adopted, would ameliorate the lot of the immigrant while awaiting admission, and would mitigate the results of the present system of appeal in certain cases to Washington. "The theory of which is probably right," although in practice it is "nothing short of diabolic." Among the points of procedure in which the Ambassador suggested that improvement is possible is the practice of United States Consuls in writing to advise the immigration authorities to exclude an applicant to whom they have just had to grant a *visa*, and "the quaint custom of delivering lectures on Americanization to criminal and other deportees," who, however undesirable they may be, have to share Ellis Island with honest folk on their way to become useful United States citizens.

TERRIBLE GALE AT HOME.

WORST EXPERIENCED FOR TEN YEARS.

An unusually temperate August has culminated in the worst storm for ten years, which approached a tornado in severity, states a London cable of August 30th. Rain fell continuously for 18 hours in the north, west and south of England. Rivers overflowed their banks, hundreds of trees were blown down, and roofs were stripped off houses. The East Yorkshire Agricultural Show at Derby was partially wrecked, and there was a stampede among the animals and poultry.

It was a night of terror at sea, and a number of wrecks and casualties are reported. The French cargo steamer *Despêche* *Emile Briant* sent out calls for assistance in the Channel in the morning, stating that the crew were leaving the vessel. Lifeboats put off from Newhaven and Eastbourne to her assistance, but returned after several hours' search unable to find either the steamer or crew.

Seaside resorts and the Channel ports suffered severely. A pleasure steamer from Bournemouth was unable to reach the Isle of Wight or return, and put into Southampton where the passengers were trained for home.

The gale seriously interfered with shipping in the Mersey, and work was suspended in the shipyards on Tyneside, where one and a half inches of rain fell during the night.

A later cable says—Gales and torrential rains unprecedented in August, have wrought havoc in this country and the seas between Britain and the North of France. Five of the survivors of the crew of the French cargo steamer *Despêche* *Emile Briant*, which foundered in the Channel, were picked up by a British steamer. Fears are entertained concerning the fate of thirteen others in other boats.

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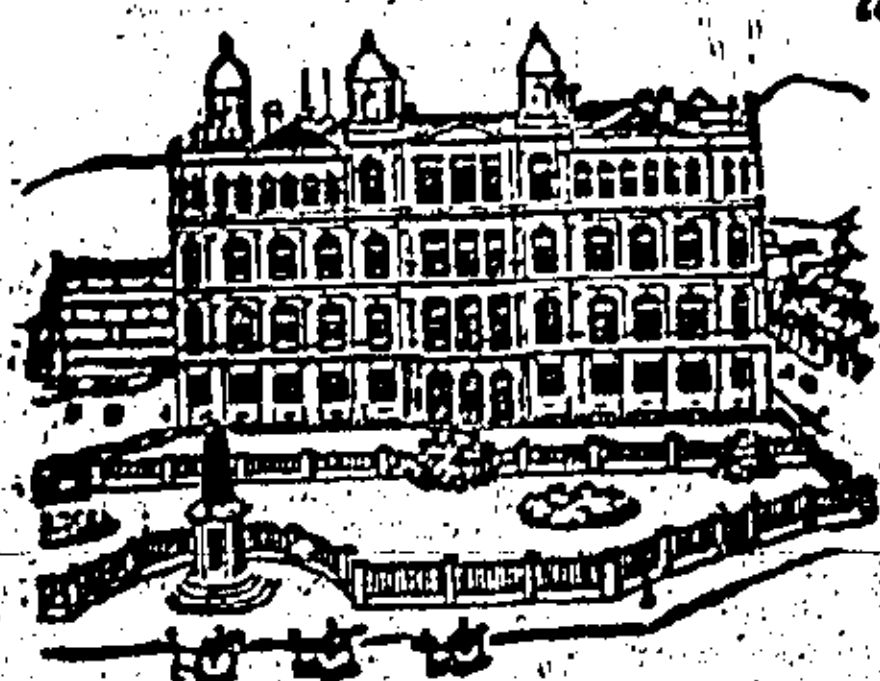
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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, August 19th.
The Autumn tailor-made, which the opening week of the showing of the big collections has revealed, are sleek and tight-fitting and far more inclined to mould the figure than the loose jacket which has been popular during the Summer months and which is suggestive more than anything of vigour and freedom of movement.

The materials I have seen most of are plain surface cloths, reps and similar fabrics, and a new kind of crepe-jersey that looks as though it will become very popular before the season is much older. Velvet will also join the list of materials for Winter.

Raidings and pipings of materials will be used a great deal for trimming the early Autumn suits; there will also be much military braid about, generally in a varnished form, and this will be laid on in strips and criss-crossed in places so that designs that look like a collection of beetle, knight-and-cross, games, will result.

For the very first nip of Autumn designers have prepared a coat somewhat longer that reaches to the knees both front and back; the actual coat is not this length, but the additional length is supplied by means of one or more circular doublings laid on; models that aim rather at being eccentric, show a circular source that dips to a point on one side in front and therefore hangs down much longer than the rest of the coat. In general, these coats are of good hip length, but never more than three-quarter length.

Some of the smarter costumes show a leather belt fitted with one or two wallet-shaped pockets, each of these pockets being provided with divisions in which to store, gloves, puff or powder. More, particularly, has designed a number of chic morning walking costumes with these quaint additions.

The skirt of out-of-door clothes has not been lengthened to any appreciable degree, and, in fact, several of the "new" designers are continuing to make skirts as short as they were three or four years ago, when it would have appeared almost bizarre to wear a skirt that was not a good four or five inches above the ankle. The length of the skirt will vary in the future according to the length of the coat, and the three-quarter coat, which will be the length for Autumn and Winter, will call for a longer skirt; whereas shortish hip and loose sac coats will be allied to skirts considerably shortened. One house tried the short skirt with the three-quarter coat, and the effect was so ludicrous that, by common consent, all have now recognised the fact that length of coat and length of skirt are two details which must harmonise with each other and for which there can be no hard and fast rule when one is considered apart from the other. More silk will be used a lot for three-piece costumes, and an attractive new material known as crepe jersey will figure in the guise of coat-trim and long capes. Some of the earlier models I have just seen are trimmed with pipings of fur (they are too narrow to be called bands) which are curved and formed into spiral motifs of decoration on the coat of a costume; tiny pipings of fur are also used as a means for finishing off the seams of a coat or skirt, or, again, to decorate the edge of a short coat where it grips the hips.

Sleeves in the Autumn will be much more moderate in the matter of cut and volume, and one revival at least will be that of the old-fashioned cut sleeve.

A favourite model for collars will be one that is made of material in a scarf shape, which closes up round the neck and is trimmed with bands of fur or strips of embroidery. Another variation of the scarf collar that bids fair to become popular as a means of brightening up an Autumn frock or costume is the scarf collar with long ends that hang like stoles and can either be left to hang down in front or else be thrown back across the shoulders of the wearer.

The cockade that has taken possession of Paris like a fever for the past few months is slowly giving way to the hand-made motif as a means of trimming for hats. The idea of ribbon still prevails, but, instead of being planted up into different types of cockade, it is planted and gathered and rucked and bunched and quilted and generally tortured into every conceivable shape the brain of Parisian milliners have been capable of devising. As Summer fades away and Autumn brings in its wake more staid moods and more subdued fashions, hats will be trimmed almost exclusively with a ribbon motif of some sort, and the cockade will have definitely become a whim of the past.

The Autumn shape will continue to be small, although a moderate-sized picture hat will be launched, the brim of which will be bowed over or "crowned" slightly. Velours will not be particularly popular as a material, the place being taken by velvet and thick fluff-felts. For instance, toques made of thick velvet ribbon or thick satin ribbon will be one of the features in the matter of shape and material. These toques will be more turban than anything in shape, and they will be trimmed with two smart "shooting" bows that will stand out on the right side, or else, for those who prefer a less turbulent type of trimming, they will be trimmed with two extra long loops that will hang down over the shoulder of the wearer. This type of hat will be worn a great deal with the everyday tailor-made model, for preference when this is not trimmed with fur.

Ostrich feathers, straight and glycerined, or a bunch of loosely-curved tips (two or three) are placed on the right side of the crown of the cloche and picture types of hat.

Poiret is doing his best to bring back into favour a kind of Mandarin hat that is trimmed with a long tassol of ostrich feathering. Another model verging on the eccentric is the large Marquis, showing a brim bound with ribbon and turned back on two sides.

One of the most noticeable features of all the Autumn collections I have visited so far is the tendency on the part of designers to create hats to match the frock with which they are intended to be worn. Nicole Groult has always been a great

(Continued at foot of next column.)



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Zam-Buk is an ever-ready first-aid, and has a wide range of usefulness both for Cuts, Burns, Scalds, etc., and for obstinate diseases like Eczema, Ringworm, Piles, etc. Zam-Buk which is guaranteed to contain

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acts like magic, extracting all germ poisons and impurities and growing clear healthy skin.

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Excellence.

SAFEGUARD
AGAINST
FEVERS.



Prepared solely
from Pure
West Indian
Lime Juice
and the
Finest Refined
Sugar.

LIME JUICE

The Prince of Wales, in a message to the British Empire Exhibition, of which he is president, says: "We must unite in making the British Empire Exhibition a success worthy of our race. I shall hope to see many friends from the Dominions and Colonies at Wembley Park in 1924."

Advocate of this "ensemble" theory, and, all hat hats for the coming season have been made expressly to be worn with a certain dress, or costume, and with no other. All the street hats are black or of some colour, according to the suit with which they are to be worn, and the majority are finished with so little trimming that it is hardly worthy of mention. Those to be worn with dresses of silk or brocade have some bright colour introduced into them. One quaint model I saw was high of crown and narrow of brim, like a man's top hat, and it was trimmed with a bunch of cock's feathers stuck up in front.

The cloche hat will be worn during Autumn, but it will be slightly larger than the shape that has been so enormously popular during the Spring and Summer. The brim will be wider but the crown will remain about the same.

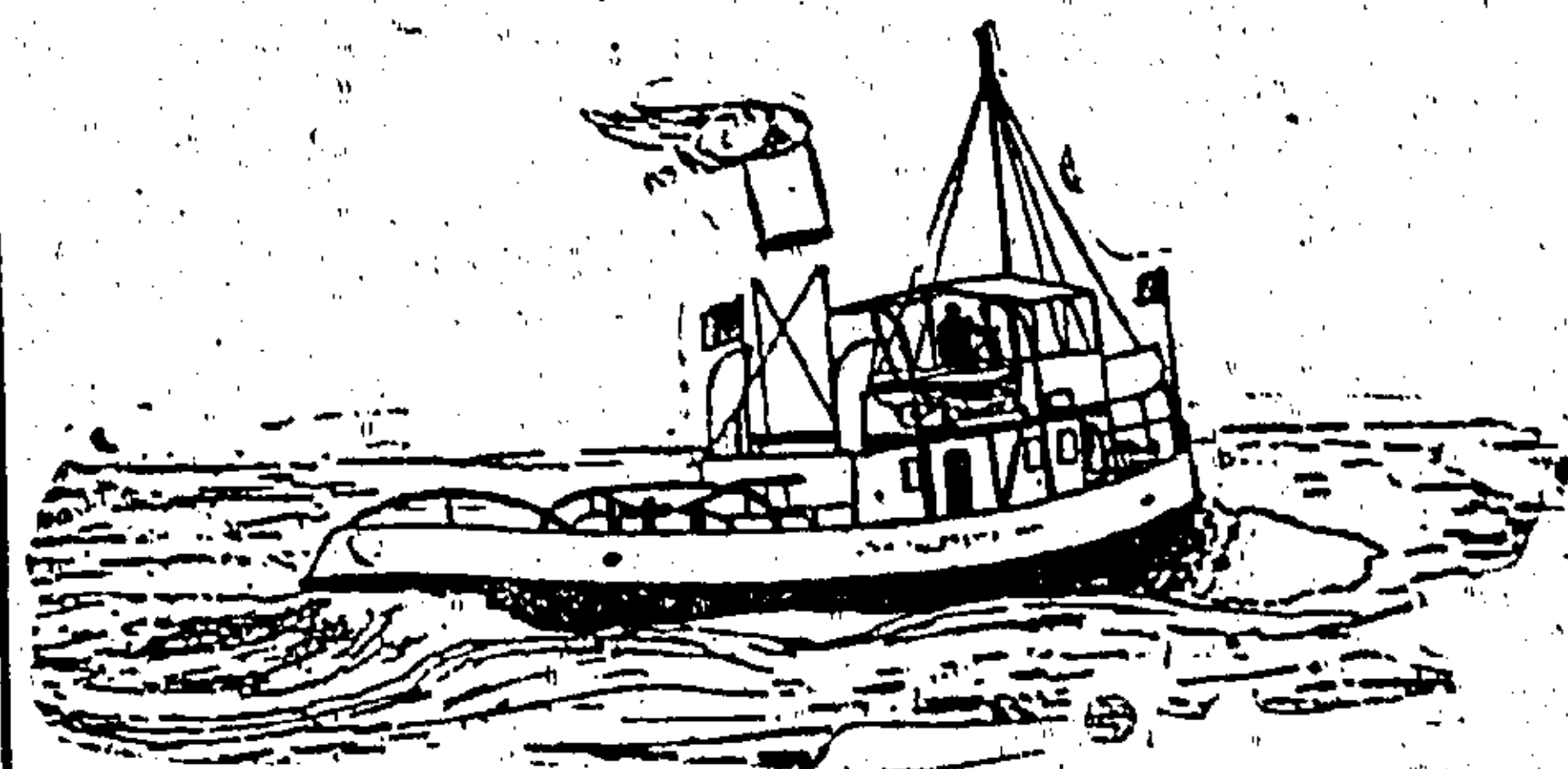
The fashionable colours will be brown and black, and, by brown, I mean essentially the whole gamut of Autumn tints. Trimming will remain about the same, in that it will be inclined to be flat than otherwise, and there will be hardly any of it to speak of. The quantity of material put into dresses will be compensated for by the scarcity of material lavished on millinery.

A smart little hat that is being worn in quantities at every seaside resort in France just now is a little fit-on hat made of crested-thénilla, which has a quaint pattern worked into its mesh. Chanel launched it, and she is making it in bright and light colours with the pattern in darker shades to tone worked round the crown.

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builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



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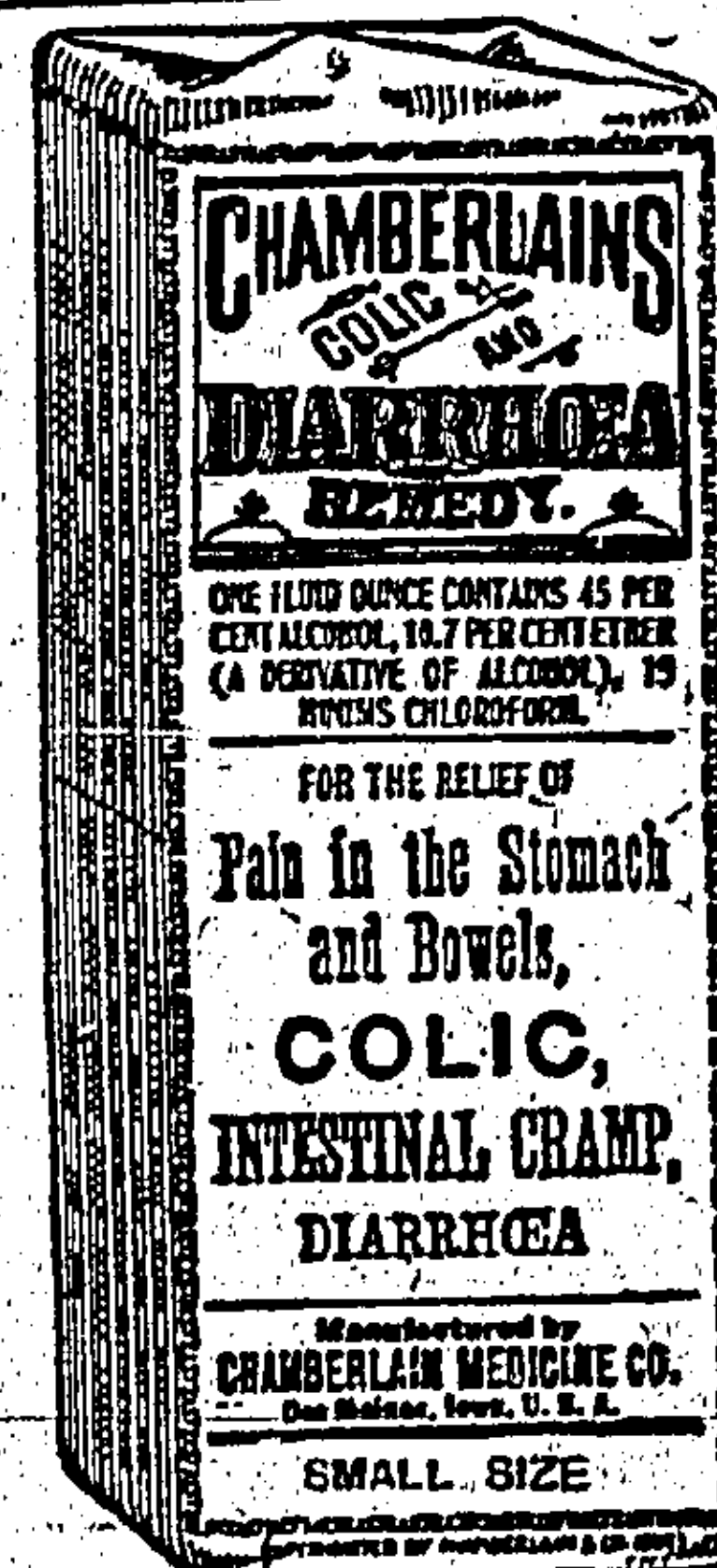
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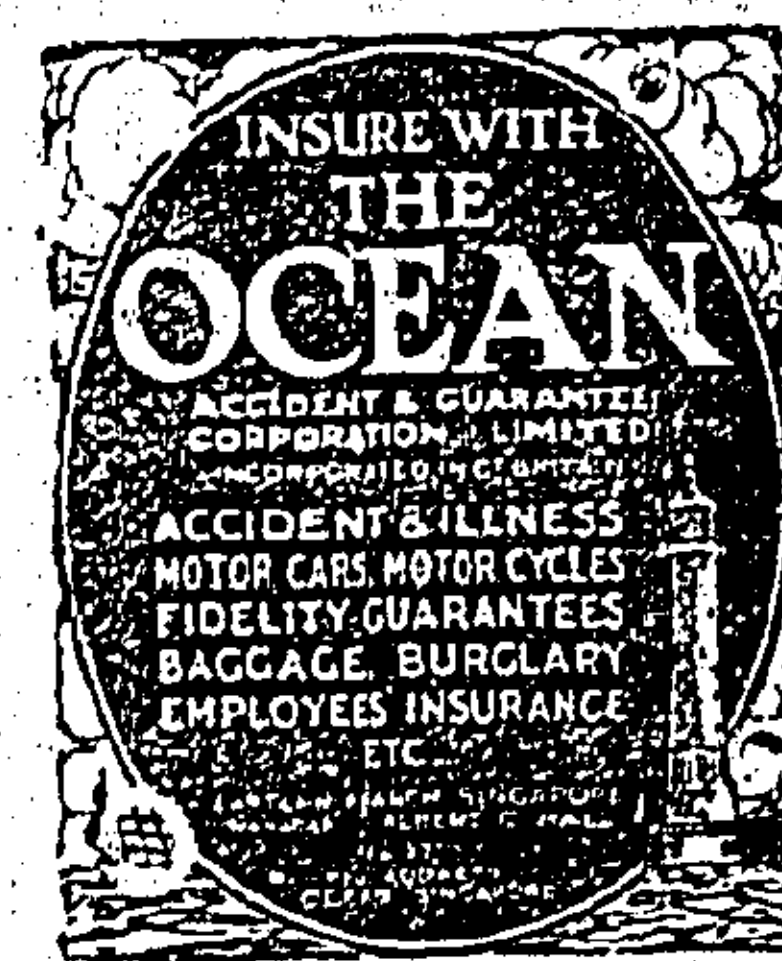
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HONGKONG.



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again we say
"Get-It"
WILL CHEMISTS

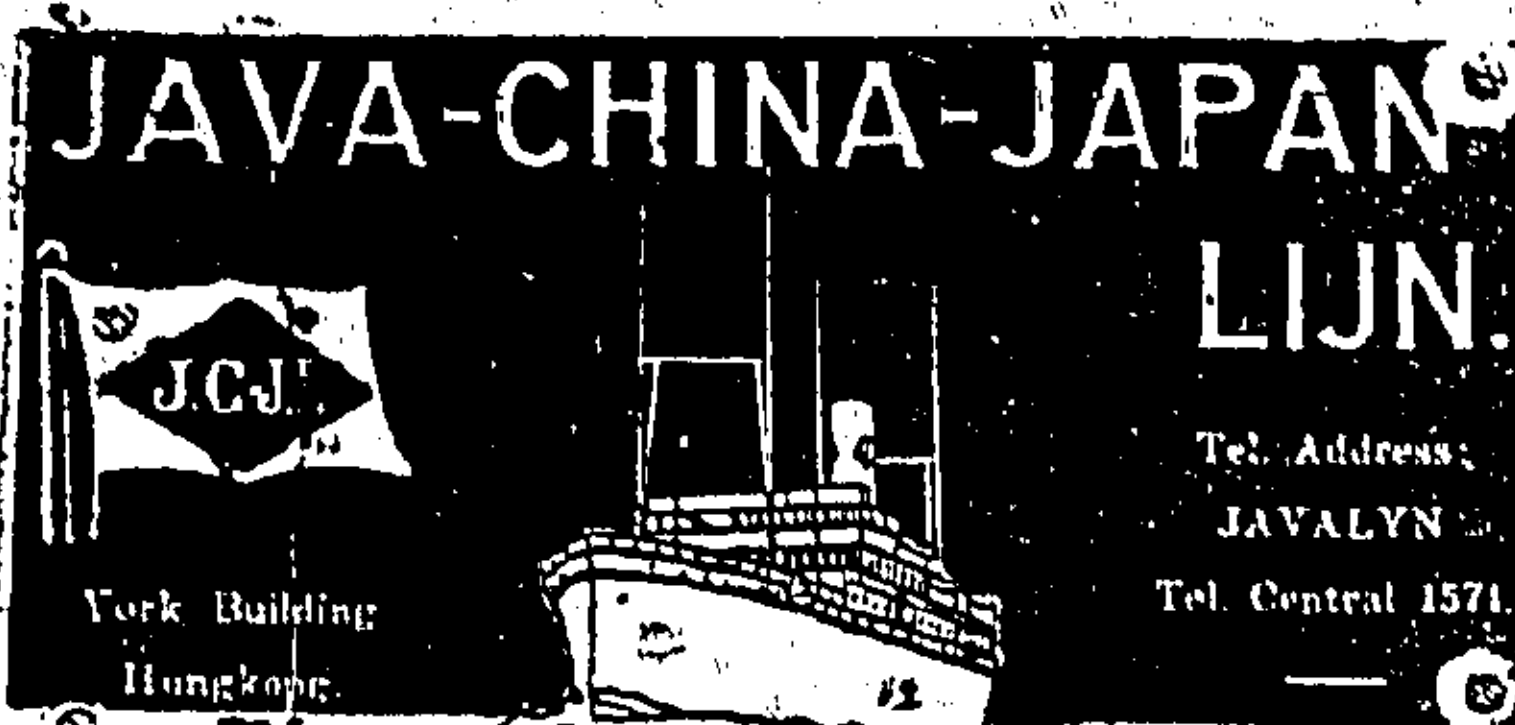
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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3



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REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAPAN	21st Sept.	23rd Sept.	SINGAPORE, BELAWAN, DELI & BATAVIA
TJIPANAS	JAVA	24th Sept.	5th Oct.	SAIGON
CELEBES	JAVA	28th Sept.	—	—
PANDJANG	JAVA	27th Sept.	4th Oct.	BATAVIA
RAJON	NORTH CHINA	2nd Oct.	7th Oct.	JAPAN
TJIBARANG	JAVA	6th Oct.	—	—

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Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.		
S.S. "OOSTERK"	...	28th Sept.
S.S. "OOSTERK"	...	23rd Oct.
S.S. "OOSTERK"	...	20th Nov.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
KERTOSONO	Amsterdam, Rotterdam, Hamburg & Bremen	11th Oct.
"OOSTERK"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Nov.
"OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	5th Dec.

For full particulars please apply to—
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The M.S. "J A V A"

will be loading for **ROTTERDAM, AMSTERDAM, HAMBURG,**
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SCANDINAVIAN PORTS.

About 27th September, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Chile"	5th October	10th November, 1923
M.S. "Malaya"	8th November	12th December
M.S. "Asia"	8th December	15th January, 1924

Subject to change without notice.

For further particulars please apply to—

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For HAIPHONG via Hoihow & Pakhoi

S.S. "NANYO MARU No. 1" ... on or about 4th Oct.

For KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 4th Oct.

For further particulars, please apply to—

S. MITARAI

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Branch Office: No. 27, Bonham Street, West

Tel. Central No. 155.

Top Floor, King's Building.

Tel. Central No. 140.

AHEAD OF THE MAIL.

[FROM INDIAN EXCHANGER.]

OPENING OF ENGLISH FOOTBALL SEASON.

RECORD CROWDS AND SURPRISING RESULTS.

LONDON, August 26th.

The English football season opened with a burst of enthusiasm all over the country. Immense crowds, totalling 781,000 people, witnessed the matches, the largest being 60,000 at the Manchester City—Sheffield United match, while a total of 128,000 attended the six League games in London, which for the first time in history, has four clubs in the "First League."

Some surprising results included the defeat of the Arsenal at home by Newcastle (4-1), and the defeat of Aston Villa by Birmingham (3-0).

West Ham made a creditable debut in the First League by a goalless draw with Sunderland, a game most keenly contested, the latter part being very tough. Several players on both sides were knocked out temporarily.

Fulham surprised its supporters by losing to South Shields, the best feature being the play of Fulham's new inside right, Heard, who showed great cleverness and accurate marksmanship. The Spurs started swimmingly, scoring two goals in 10 minutes. After this there was no secret. The half-back play on both sides was very good, though the Spurs forwards failed to impress.

The Arsenal failed, because they lacked individualism, organisation, and science. The backs were slow and the game went to the winner of the two teams.

ARMY RECRUITS.

LONDON, August 26th.

Army recruits for the year ending September, 1921, numbered 4,950 compared with the 28,791 average annual total for the five years before the War. The majority of the recruits are skilled tradesmen for whom the Army's requirements have increased. The annual report remarks that the general situation in Great Britain and the political situation in Ireland, where the troops were required to face hardships and undertake distasteful duties, reacted unfavourably on recruiting in 1921, while the unemployment dole and grants from local authorities undoubtedly kept many men out of the Army.

AERONAUTICAL RESEARCH.

LONDON, August 21st.

Progress in aeronautical research in the past year has been continuous but slow. This is partly due to financial stringency, according to the annual report of the Aeronautical Research Committee, which throughout its recommendations adopts the tone of "safety first." The report refers obligingly to the helicopters when it urges that funds devoted to research will give a better return than big prizes for limited lines of attack on the problem of flight.

It declares that encouraging results have been achieved at the Royal Aircraft Establishment with an under-carriage capable of absorbing a specially large amount of shock. It hopes that facilities will be provided for co-operation between Glider Clubs and research establishments.

Regarding the cause of accidents, the committee finds that the stoppage of the power plant is one of the most frequent initial elements in an accident, and recommends the Air Ministry to appoint a group of technicians to spend their whole time in investigating such stoppages, which are of sufficient frequency and significance to warrant the most serious attention of the Royal Air Force and air transport firms.

DISCORD AMONG DISCIPLES OF BURNS.

LONDON, September 1st.

At the annual conference of the Burns Federation at Ayr, three hundred delegates from all parts of Great Britain were present, and two from the United States.

The Conference was characterised by stormy scenes for the first time in its history. The executive had recommended the appointment of Mr. Robert Bruce, Editor of the *Glasgow Herald*, to the Presidency, and declined to accept any other nomination till its recommendation was decided. A storm of protests at such a procedure arose, but the recommendation was eventually overwhelmingly adopted.

UNEMPLOYMENT IN ENGLAND.

LONDON, September 3rd.

It is stated that Government is prepared to meet all applications for grants to assist schemes of improvement, in order to provide work for unemployed, hitherto received from local authorities, though they already represent an outlay of over £22,000,000, compared with £10,000,000 originally contemplated. It is believed that the schemes submitted will find work for more than 500,000. They include docks, harbours, electric undertakings, roads, parks, land reclamation, cemeteries, bridges, and tramways.

KING AS GOOD SAMARITAN.

LONDON, September 3rd.

H.M. the King, motoring from Moy Hall to Balmoral came to the rescue of some distressed motorists whose cars had collided and had smashed 14 miles from Braemar, nobody, however, being injured. The King, passing shortly afterwards, stopped and enquired if he could help, and took the passengers to Braemar in the royal car. They were not aware of the identity of their benefactor till they reached their destination.

RETURN OF HOBBLE SKIRT.

LONDON, September 3rd.

Not crinolines, but hobble skirts, as the feature of the coming season, is an indication by the immediate tendency in feminine fashions afforded at the exhibition opened by the Lady Mayoress at Holland Park, at which displays of designs and special creations of the principal London houses and other British centres are being shown. The Lady Mayoress, in an opening speech, suggested that gowns and dresses should be labelled "London creation and manufacture."

Despite the continued black vogue the exhibits suggested that there will be no definite colour scheme for dresses, though bottle green is apparently the latest colour for hats. Embroidered fur-trimmed coats cut with long straight lines, with the object of making the wearer look slim, with be freely worn. Maroon appears the most popular material, while jewel ornaments on gowns are much favoured.

LORD LEVERHULME'S GIFT.

LONDON, September 4th.

A princely gift was made by Lord Leverhulme, at a joint meeting of public bodies at Stoneway.

Explaining the reasons for the complete abandonment of his Lewis industrial development and town-planning schemes at Stoneway, Lord Leverhulme offered the whole land as a free gift to the people, including the castle and grounds. The gas works, oil factory and laundry will be presented to the Town Council to meet the cost of the upkeep of the castle and grounds.

LABOUR AND "SECRET DIPLOMACY."

Mr. J. Ramsay MacDonald, M.P., writing on "The New Diplomacy and Peace" in the *New Leader*, refers to "secret diplomacy." He says that the Labour party are "determined to change completely the method of conducting business with other nations. We propose to end the bureaucracy of the Foreign Office with its queer mentality and servile selection of agents, with its work done in secluded rooms and by strange people, by all the world as though it were some pursuit of alchemy conducted by mystic signs at astral times and by people selected by fate. We believe that the light and air of publicity would have a healthy and invigorating influence upon international relations." Mr. MacDonald concludes: "The aim of the Labour party as regards foreign affairs has been to devise a policy which will end this 'war after the war' and to devise a programme of action in which Britain will play not for its own hand, but for the wider and deeper purposes of peace and reconstruction."

At Wembley Stadium, on July 21st, the British Universities, Oxford and Cambridge, gained a notable athletic victory over Harvard and Yale. H. M. Abrahams, the Light Blue, won three events.

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THE MAN OF THOUSAND LOVES

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"THE BELLOVED GREATER"
WORLD
THEATRE
(Sunday Next)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

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MANILA	WINGSANG	Friday, 21st Sept. 3 p.m.
SHANGHAI via SWATOW	"YUSANG"	Sunday, 23rd Sept. 9 a.m.
FOCHOW	"FOOSHANG"	Monday, 24th Sept. Noon.
BANGKOK via SWATOW	"HANGSANG"	Monday, 24th Sept. 1 p.m.
TRINGTAU via SWATOW	"YATSHING"	Wednesday, 26th Sept. Noon.
SHANGHAI	"MAUSANG"	Friday, 28th Sept. Noon.
SANDAKAN	"HORANG"	Friday, 28th Sept. Noon.
KOBE	"TUNGSHING"	Friday, 28th Sept. Noon.
SHANGHAI via SWATOW	"CHEONGSHING"	Friday, 28th Sept. Noon.
TIENBIN	"CHUNSHANG"	Thursday, 4th Oct. D.L.
BANGKOK via HOIHOW	"LEESANG"	Friday, 5th Oct. 8 a.m.
HAIPHONG via HOIHOW	"HOSANG"	Friday, 12th Oct. 3 p.m.
STRAITS & CALCUTTA		

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between London and Hongkong, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Hongkong and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo calling at Hoihow when convenient.

HAIPHONG LINE—A weekly service is maintained with Haiphong by two 5,000 tons steamers, "HIBESANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kadal, Swatow, Lahan, Tawee and Lahan Davao).

TIENBIN LINE—A regular service is run from March to November between Hongkong and Tienbin, calling at Welbaw and Chiao.

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Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENOCLE"	24th Sept.	"PEMBROKESHIRE"	2nd Oct.	London, Rotterdam and Hamburg.
"CAMARTRESHIRE"	16th Oct.	"GLENLUCE"	11th Oct.	Glenelg, Antwerp, Rotterdam & Hamburg.
"GLENAMOY"	22nd Oct.			
"GLENAPP"	5th Nov.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

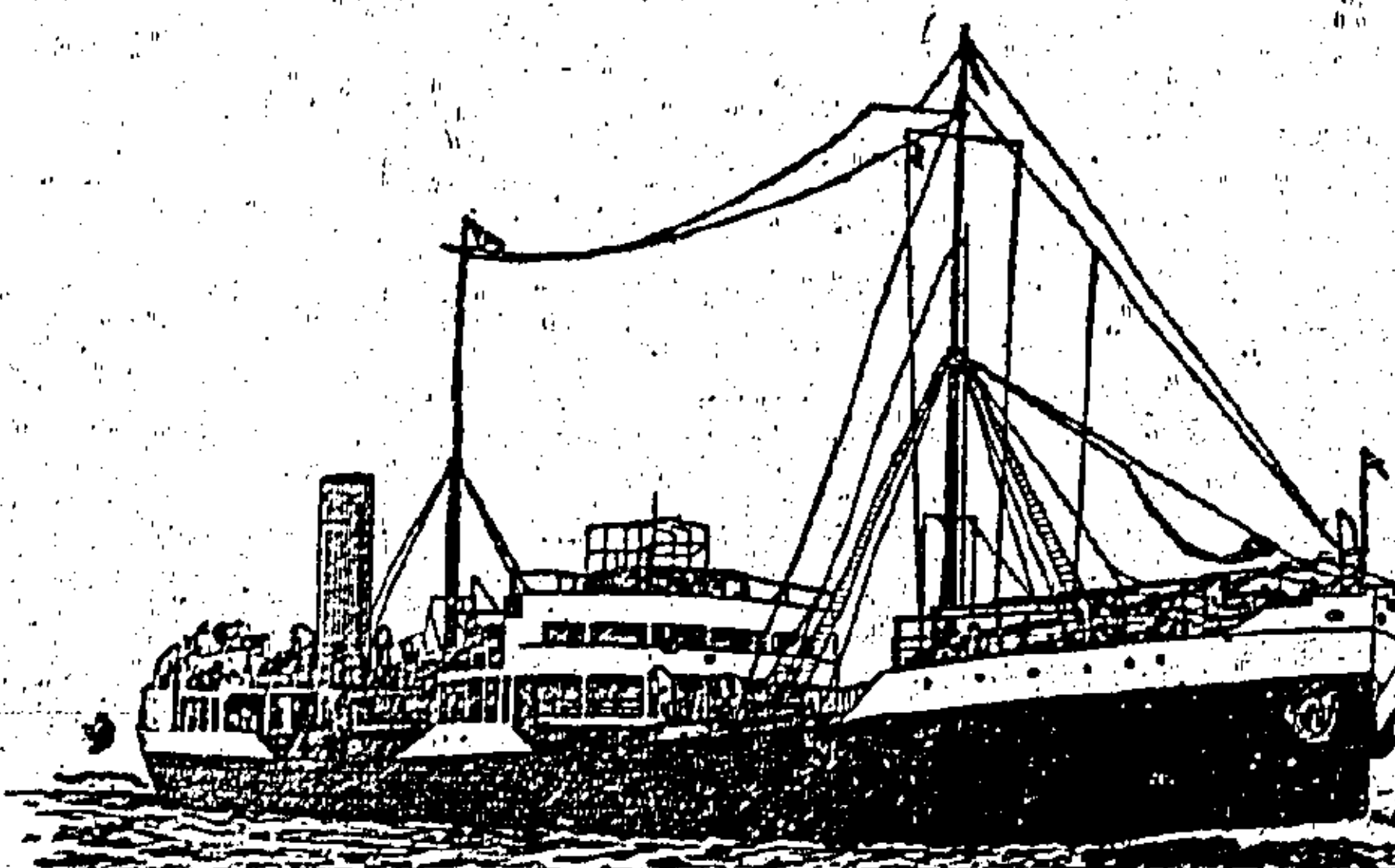
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CITY OF KARACHI ... 21st October ... Shanghai & Kobe.

HOMEWARDS.

CITY OF NORWICH ... 21st Sept. ... London, Antwerp, Rotterdam & Hamburg.

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"A" Class Steamers ... 1st Class £22.—2nd Class £12.—
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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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SERVICES CONTRACTUELS

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AMBOISE	1st Oct.
CORDILLERE	15th Oct.
ANGERS ...	24th Aug.	25th Sept.	29th Oct.
ORILLI ...	21st Sept.	8th Oct.	13th Nov.
PORTHOS ...	21st Sept.	25th Oct.	26th Nov.

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(Including Table Wine and Free Doctor's Attendance).
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C. P. "LECOQ" loading for HAVRE, ANTWERP & ORAN, DUNKIRK, about 13th Oct. and may eventually call at Valence, Oran, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offers).
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 HAIOHONG ... Capt. W. C. Passmore ... 25th Sept. at 1 p.m.
 HAIOHONG ... Capt. Ellis Walker ... 28th Sept. at 1 p.m.

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tonnage	Departure (about)	Destination
"DONGOLA"	2,483	21st Sept. (Midd.)	Mars. Gib. London & Antwerp
"MANTUA"	10,902	5th Oct.	S'bay, Mars. Gib. L'don & A'werp.
"SOUDAN"	6,696	17th Oct.	S'bay, Mars. Gib. L'don & A'werp.
"KARMALA"	9,068	19th Oct.	S'bay, Mars. Gib. L'don & A'werp.
"CALEDONIA"	7,623	2nd Nov.	S'bay, Mars. Gib. L'don & A'werp.
"NELLORE"	8,483	3rd Nov.	S'bay, Mars. Gib. L'don & A'werp.
"SIOLO"	6,813	14th Nov.	S'bay, Mars. Gib. L'don & A'werp.
"MALWA"	1,941	16th Nov.	Mars. Gib. London & Antwerp.
"NYANZA"	7,023	24th Nov.	do.
"KALYAN"	9,063	30th Nov.	do.
"SOUDAN"	6,696	13th Dec.	S'bay, Mars. Gib. L'don & A'werp.
"DEVANHA"	8,092	14th Dec.	Mars. Gib. London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	S'bay, Mars. Gib. L'don & A'werp.

1924.

S.S.	Tonnage	Departure (about)	Destination
"KHYTA"	9,697	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"MACEDONIA"	11,059	25th Jan.	do.
"FASHGAR"	8,440	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,068	7th March	do.
"NADERA"	15,093	21st March	do.
"DELTA"	8,037	4th April	do.
"CHINA"	7,952	18th April	do.
"KALYAN"	9,063	2nd May	do.
"KASHMIR"	8,960	16th May	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	Departure (about)	Destination
"TANDA"	6,856	23rd Sept. 3 p.m.	Singapore, Penang & Calcutta.
"TAKADA"	6,949	3rd Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	Departure (about)	Destination
"ARAFURA"	6,000	6th Oct.	Manila, Thessaly, Island.
"ST. ALBANS"	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (See Particulars, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	Departure (about)	Destination
"NELLORE"	8,353	23rd Sept. 10 a.m.	Shanghai, Moji & Kobe.
"GRACCHUS"	3,760	25th Sept.	Shanghai.
"SOUDAN"	6,693	25th Sept.	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the ship carrying steamer.
 First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For further information, Passage Fares, Freight Handbooks, etc., apply to—
MACKENZIE & CO.,
 22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
 and
 NEW YORK

S.S.	Tonnage	Departure (about)	Destination
"CELTIC PRINCE"	on 30th September.

For Freight and full particulars apply to—
 Telephone: Central 5184
 Telegrams (Farrington)
FURNESS (FAR EAST) LIMITED,
 (Incorporated in Great Britain)
 51 George's Building

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP. Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 30th Sept.

RIO DE JANEIRO, SANTO JOSE, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY—fortnightly service via Singapore and Colombo.

"BURMA MARU" ... Wednesday, 23rd Sept.

"BORNEO MARU" ... Friday, 24th Oct.

SAIGON, HANGKOK, & SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA via Singapore & Penang

"MALAY MARU" ... Thursday, 25th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports. Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ARABIA MARU" ... Wednesday, 3rd Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Port and San Francisco.

Panama and Colon Ports.

JAPAN PORTS—Moji, Kobe & Yokohama.

"CELESTES MARU" ... Friday, 28th Sept.

"AMUR MARU" ... Monday, 2nd Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALIO MARU" ... Sunday, 23rd Sept., Noon.

"SUMA MARU" ... Sunday, 30th Sept., Noon.

TAKAO via SWATOW & AMOY.

"BOHEI MARU" ... Thursday, 27th Sept.

TAKAO & KEELUNG.

"SOURABAYA MARU" ... Thursday, 4th Oct.

For sailing dates and further particulars please apply to—
 K. KIMURA, Manager

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI via BALIK PAPAN	"TAIKOOYAN"	On 21st Sept. 9 a.m.
SHANGHAI	"SOOCHOW"	On 21st Sept. Noon.
SHANGHAI	"KUEICHOW"	On 22nd Sept. D.L.
SHANGHAI	"LINAN"	On 23rd Sept. D.L.
SHANGHAI	"FOOCHOW"	On 23rd Sept. 10 a.m.
SHANGHAI	"SHANTUNG"	On 23rd Sept. Noon.
SHANGHAI	"LIANGCHOW"	On 23rd Sept. Noon.
AMOY & SHANGHAI	"YINGCHOW"	On 25th Sept. D.L.
HUIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 25th Sept. 10 a.m.
SWATOW & BANGKOK	"KWANTUNG"	On 25th Sept. 4 p.m.
SWATOW & SINGAPORE	"CHENAN"	On 25th Sept. 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Fookow). Cargo taken on through Bill of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Fookow.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
 BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"TAIYUAN"	8th October.	11th October.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—
 BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.) Agents.
 Telephone Central No. 36.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Carmona" ... Due Hongkong 2nd Oct.
 Leave Hongkong 2nd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEAPORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SINGAPORE.

U.S.S.B. "West Cactus" ... Due Hongkong 25th Sept.

Leave Hongkong 26th Sept.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO CHINA-STRAITS & JAVA.

1st Floor, Queen's Building.

Phone Central No. 3008.

K. A. REYUM, Res. Agent.

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DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SUBUGA" ... sailing on or about 10th Oct.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 288.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

S.S. "FIUME-L" ... sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

S.S. "FIUME-L" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Europe via Suez (Letters & Papers) London, 23rd Aug., & Parcels 14th Aug.)	Nellors ...	23rd Sept.
STRAITS ...	Gruchus ...	23rd Sept.
JAPAN ...	Tamla ...	22nd Sept.
SHANGHAI ...	Yingchow ...	23rd Sept.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. McKinley ...	

OUTWARD MAILS.

For	Per	Date
Haiphong ...	Caracaras ...	Friday, 21st, 10.30 A.M.
Swatow, Amoy and Foochow ...	Nanchang ...	11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Berber and EUROPE via MARSEILLE and LIES due Marseilles, 20th Oct.—Ship sails at midnight, 21st Sept.	Dongola ...	Parcels Registration Letters ... 5.00 P.M.
Saigon ...	Pratimant ...	2.00 P.M.
Manila ...	Tan ...	2.30 P.M.
Sambui and Wuchow ...	Taining ...	4.30 P.M.
*Wei Hai Wei ...	Kueichow ...	5.00 P.M.
Shanghai, Japan, Canada, U.S.A. Central and South America, and EUROPE via VANCOUVER, B.C.— due Vancouver, 28th Oct.	Emb. of Canada ...	Parcels, 21st, Saturday, 22nd, Registration Letters ... 9.15 A.M.
Hohow and Bangkok ...	Ling Nam ...	Monday, 24th, Registration, Letters ... 9.45 A.M.
Australia (not including North Queens- land & Northern Territory) & New Zealand via Sydney—due Sydney 12th Oct.		Parcels 22nd, Monday, 24th, Registration, Letters ... 10.30 A.M.
*Shanghai and Japan ...	Nellors ...	Sunday, 23rd, 8.30 A.M.
Swatow, Amoy and Foochow ...	Foching ...	8.30 A.M.
Shanghai and Japan ...	Hanina Maru ...	9.00 A.M.
Straits and Calcutta ...	Tanda ...	9.00 A.M.
Swatow, Amoy and Formosa ...	Kaijo Maru ...	9.00 A.M.
Manila ...	Pres. McKinley ...	Monday, 24th, 3.30 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"MENTOR"	25th SEPT.	London, Rotterdam & Hamburg.
"AGAPENOR"	9th OCT.	London, Rotterdam & Dunkirk.
"FREMUS"	16th OCT.	London, Rotterdam & Hamburg.
"ATREUS"	30th OCT.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"KT. TEMPLAR"	21st SEPT.	G. noa, Marseilles, Liverpool & Glasgow.
"PROMETHEUS"	3rd OCT.	Marseilles, Harve, Liverpool & Glasgow.
"RHEXENOR"	10th OCT.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

"PHILOCTETES"	26th SEPT.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	27th OCT.	

NEW YORK SERVICE

"BELLEROPHON"	22nd SEPT.	via Suez and Boston.
"PERSEUS"	5th OCT.	via Suez and Boston.

PASSENGER SERVICE

"MENTOR"	25th SEPT.	for Singapore & London.
"TEIRESIAS"	10th OCT.	for Shanghai.
"TEIRESIAS"	6th Nov.	for Singapore & London
"SARPEDON"	11th Dec.	for Singapore, Marseilles & London
"PATROCLUS"	8th Jan.	for Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S.\$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks, under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, MANAGER.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai—51, Kiangse Road. Hankow—British Consulate.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits enquiries are welcome.

T. H. MAI, Manager.

1923

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Building, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

20th September, 1923.

ON LONDON.—	Telegraphic Transfer ... 2/3 1/2
Bank Bills, on demand ... 2/3 7/16	
Bank Bills, at 30 days' sight ... 2/3 1/2	
Bank Bills, at 4 months' sight ... 2/4 5/16	
Credits, at 4 months' sight ... 2/4 5/16	
Documentary Bills, 4 months' sight ... 2/4 7/16	
ON PARIS.—	Bank Bills, on demand ... 880
Credits, 4 months' sight ... 940	
ON NEW YORK.—	Bank Bills, on demand ... 51 1/2
Credits, at 30 days' sight ... 52 1/2	
ON BOMBAY.—	Telegraphic Transfer ... 168 1/2
Bank Bills, on demand ... 168 1/2	
ON CALCUTTA.—	Telegraphic Transfer ... 168 1/2
Bank Bills, on demand ... 168 1/2	
ON SHANGHAI.—	Bank Bills at sight ... nom.
Private, 30 days' sight ... 10 1/2	
ON YOKOHAMA.—	On demand ... 104 1/2
ON MANILA.—	On demand ... 97 1/2
ON SINGAPORE.—	On demand ... 135
ON BATAVIA.—	On demand ... nom.
ON HONGKONG.—	On demand ... 81
ON SAEKONG.—	On demand ... 85 1/2
SOVEREIGN, Bank's Buying rate ... 49.50	
GOLD LEAF, 100 fine, per tole ... 31 13/16	
SILVER, per oz ... 31 13/16	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Paid-up Capital ... \$20,000,000
Reserve Funds ... \$24,000,000
Sterling ... \$24,000,000
Silver ... \$24,000,000
Reserve Liability of Proprietors \$20,000,000

Court of Directors:
Hon. Mr. A. C. LEE, Chairman.
D. M. BERNARD, Esq., Deputy Chairman.
A. H. COMPTON, Esq., W. L. PATTERSON, Esq.,
G. M. DODD, Esq., J. A. FLUMMER, Esq.,
G. T. M. EATON, Esq., H. P. WHITE, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—
J. McARTHUR, Esq.
Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN, Chief Manager.
Hongkong, 14th November, 1922. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,800,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. E. FERGUSON, Manager.
Hongkong, May 8th, 1922. [31]

BANQUE DE L'INDO-CHINE.

PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital—Fr. 72,000,000.00

Paid-up Capital—Fr. 68,400,000.00

Reserve Fund—Fr. 59,667,253.54

BRANCHES:
Bangkok, Hongkong, Saigon, Canton, Shanghai, Hankow, Peking, Tientsin, Yankow, Harbin, Khabarovsk, Vladivostok, etc.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.
G. LEBOUCC, Acting Manager.
Hongkong, July 12th, 1921. [22]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £2,000,000

Subscribed Capital ... £1,800,000

Paid-up Capital ... £1,050,000

Reserve Fund ... £1,200,000

BANKERS:

THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Kandy, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, May 31st, 1922. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN SPEC.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 22,500,000

Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kaito, Kankou, Keelung, Makung, Nanto, Pusan, Shingien, Taichu, Tainan, Takow, Tamsui, Tolyon, Kinkiang, Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philip pine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. RONDORF, Manager.
HONGKONG BRANCH:
4, Des Voeux Road, Hongkong, 7th September, 1922.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road C., HONGKONG.

Established 1919.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... \$5,000,000.00

Reserve Fund ... \$200,000.00

DIRECTORS:

Mr. Pong Wai Ling, Chairman, Mr. Chow Shou, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. R. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:

LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CALCUTTA.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, on Savings Accounts Four per cent per annum, and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum
For 6 months at the rate of 4 per cent per annum
For 12 months at the rate of 5 per cent per annum
KAN TONG PO, Chief Manager.
Hongkong, February 26th, 1923. [34]

The Bank of East Asia, Ltd.

Head Office: Yokohama.

Branches and Agencies at: Batavia, Kobe, Soerabaya, Rangoon, San Francisco, Seattle, Los Angeles, Shanghai, Singapore, Shimonoseki, Fungien, (Mukden) Newchwang, Tientsin, Tokyo, Hankow, New York, Peking, Tsingtau, Harbin, Vladivostok, etc.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.
Hongkong, 17th Sept., 1923. [30]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Batavia, Kobe, Soerabaya, Rangoon, San Francisco, Seattle, Los Angeles, Shanghai, Singapore, Shimonoseki, Fungien, (Mukden) Newchwang, Tientsin, Tokyo, Hankow, New York, Peking, Tsingtau, Harbin, Vladivostok, etc.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.
Hongkong, 17th Sept., 1923. [30]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... F 100,000,000 £8,333,333

Paid-up Capital ... F 60,000,000 £8,666,666

Reserve Fund ... F 19,750,180 £1,647,433

Special Reserve ... F 22,500,000 £1,883,223

Head Office—Amsterdam.

Branches at: The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES:

Bandjermasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, (Sole) Cherson, Penang, Tegal, Djember, Ponorok, Tjilatjap, Koba, Rangoon, Weltevreden, Kota-Badja, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issued for collection in its Branches and corresponds in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP, Agent.

Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$90,000,000.00

Paid-up Capital ... 18,278,000.00

Reserve Funds ... 8,639,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

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The Equitable Trust Co. of New York.

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